

ANNUAL ALL WOMAN **TRANSCONTINENTAL** ***AIR RACE***

A large, stylized number '1000' in a dark green color with a black outline. The number is set against a background of thin, black, intersecting lines that create a geometric, wireframe-like pattern. The '1' is on the left, followed by three '0's. The number has a slight 3D effect with some internal shading.

LAWRENCE, MASS.

BINGHAMTON

YOUNGSTOWN

KOKOMO

WEST CHICAGO

ROCHESTER

FARGO

BISMARCK

MILES CITY

HELENA

SPOKANE, WASH.

OFFICIAL PROGRAM

JULY 4TH-8TH

THE AIR RACE

Competitive activities in every sport have always resulted in improved performances, greater interest in training, higher degrees of skill, broken records and increased public interest in their particular fields. Such is the story of the All-Woman Transcontinental Air Race.

Organized in 1947, this race has added much to the history of private flying during the past ten years. To fly it has become the ambition of many new young pilots, to win it is always the ambition of the old timers and the more experienced crews. No sooner is one year's race over than plans are being made by the contestants for the next one! A long race, usually around 2,500 miles or more, the AWTAR is the only race of its kind in the world, being for stock aircraft only, crewed entirely by women and flown with the main object of beating one's own handicap "par" speed by as many knots per hour as possible. It is flown during daylight hours only and under CAA Visual Flight Rules.

This is the Thirteenth Annual AWTAR. Sponsored by The Ninety-Nines, Inc., sanctioned by The Aeronautique Internationale, this race will cover 2,470 Statute Miles from Lawrence, Massachusetts, to Spokane, Washington. As we go to press with this program, aircraft with feminine crews will be winging their way from the home bases all over the United States, Germany, Holland Australia to the starting line at Lawrence.

The AWTAR is financially supported by contributions from companies in the aircraft industry which have an interest in the promotion of private flying, by contributions from the cities and/or organization at the start and finish points and by contributions from the membership of its sponsoring organization, The Ninety-Nines, Inc. It is directed by the all-woman Board of Directors of All-Woman Transcontinental Air Race, Inc., all active members of the Ninety-Nines, whose responsibility it is to write the Rules and Regulations which govern the race, to appoint Judges and Timers and to make all preliminary arrangements from coast to coast. The membership of the Ninety-Nine Chapters at the start and finish and along the route make up the committees which operate the race.

This handicap race is open to all licensed women pilots and to all CAA certified stock aircraft manufactured since January 1, 1943, and not exceeding 350 horsepower.

HATS OFF TO THE AWTAR

This will be the 13th year that the "99's" have sponsored the All-Woman Transcontinental Air Race. I know that all of you are proud of this record. This great annual sporting event has opened everyone's eyes to the fun, the safety and the everyday practicability of going places in one's own airplane.

The AWTAR is the most important national sporting aviation event going today. It is carefully controlled and fully meets the safety standards we require of aviation today. At the same time, it keeps alive the spirit of competition. Girls who really get the AWTAR bug come back year after year, trying each year to improve their standing, and eventually to place in the money.

The AWTAR is a dramatic demonstration of the safety and simplicity of flying for everyone to see. Since the race crosses the United States, it touches many cities. It is followed by radio and TV and is reported in many newspapers. The fact that you are all women has a dramatic impact upon the reading and listening public. Housewives, stenographers, socialites, just typical women from all walks of life—you have learned to fly. You have become competent cross-country pilots. You are proving it in a transcontinental air race.

Many a businessman has thought about buying an airplane to solve his travel problems but has hesitated partially because he was not sure it was really "safe." But just let the word get around that one hundred and thirty of you girls are flying across the country in your own airplanes and all this reluctance goes up in smoke. What man would admit that he had cold feet with all you petticoat pilots around?

And let us not overlook the impact of the race on the girls who do not fly. Many a man has given up flying because his wife was not sold on the idea. As you know, we husbands are not always the most effective salesmen when it comes to convincing you girls that our pet hobby is cheap, character building, and likely to raise our wages! Golf, fishing and poker playing, as well as flying, come in for rough treatment from the distaff side. But let these ground-bound wives discover that there are a substantial number of **women** pilots and let them discover that these women **like** to fly,—that it broadens their horizons, gives them a new interest in life and makes **them** more interesting. Then these wives will learn to fly themselves, and have the pleasure of sharing the flying hobby with their husbands.

All of you who have flown the AWTAR are far better pilots for the experience. No other type of flying requires the thought, planning and knowledge of your airplane that is demanded by the AWTAR. Your navigation must be "on the button" and you must be able to analyze weather reports and winds aloft to your advantage. You find out more about the power settings and fuel consumption of your airplane at various altitudes than many pilots learn in a lifetime. If you don't have an opportunity to fly very often during the rest of the year, this race is a great incentive to bring your proficiency up to top-notch standards.

In other words, the AWTAR functions as a valuable training operation and refresher course in cross-country flying. This year about one hundred and thirty of you are participating. Some are beginners on their first long cross-country. Others are old pros who have figured out (or think they have!) just how to beat the handicap for their particular airplane. But the point is that all of you, by your participation, are furthering the promotion of private flying and at the same time you are adding valuable experience to your own aviation careers.

I hope you all have a lot of fun on this year's race, and make a lot of new friends. I only wish you could all finish in the money.

Best regards,

George E. Haddaway
President NATIONAL PILOTS ASSOCIATION
and Publisher of FLIGHT magazine

Thank You

The Board of Directors of All-Woman Transcontinental Air Race, Inc., is deeply grateful to the City of Lawrence, Massachusetts, the New England Section of The Ninety-Nines, Inc., the Chamber of Commerce of Spokane, Washington, the Eastern Washington Chapter of The Ninety-Nines, Inc., and many other friends in Lawrence and Spokane — our hosts at the Start and Terminus — and to members of the Aircraft Industry and The Ninety-Nines who, because of their interest in the promotion of private aviation, have taken an interest in and given support to this race.

To those mentioned above and to the following aircraft and oil companies we wish to express our most sincere thanks for the financial assistance which has made this annual AWTAR possible:

AC Spark Plug Division, General Motors, Corp.,
Flint, Michigan.
Air Oasis Company, Long Beach, California
Baker Aircraft Sales, Inc., Long Beach, California
Beech Aircraft Corporation, Wichita, Kansas
Bendix Aviation Corporation, Detroit, Michigan
Cessna Aircraft Company, Wichita, Kansas
Chandler-Evans Division, Pratt & Whitney Co., Inc.
Hartford, Connecticut
Continental Motors Corporation, Muskegon, Mich.
Convair, San Diego, California

Douglas Aircraft Company, Inc.,
Santa Monica, California
Esso Standard Oil Company, New York, New York
Hawthorne School of Aeronautics, Moultrie, Georgia
Lavelle Aircraft Corporation, Newton, Pennsylvania
Lear, Inc., Lear Cal Division, Santa Monica, Calif.
North American Aviation, Inc., Los Angeles, Calif.
Pacific Airmotive Corporation, Burbank, Calif.
Phillips Petroleum Company, Bartlesville, Okla.
Piper Aircraft Corporation, Lock Haven, Pa.
U.S. Aviation Underwriters, Inc., New York, N.Y.

Other companies, groups and individuals who have contributed locally to help defray expenses at the Start and Terminus and at the route stops are listed elsewhere in this program. To these also we wish to express our thanks and appreciation.

We Also Wish to Thank

Chairman Carolyn Currens, W3GTC, and all the members of the amateur radio net for providing amateur radio communications between all stops on the route and from coast to coast. This is the 8th year that the "hams" have organized an amateur radio net for the AWTAR and this communications system has proved immeasurably valuable. We deeply appreciate the many hours that these hams spend at their rigs relaying aircraft arrival and departure messages and other miscellaneous messages for race officials and contestants. Our thanks go out to each and every one of them.

Jeppesen & Company, Denver, Colorado, for providing complete and current navigation kits covering the entire route for all AWTAR crews. This is the 6th year that Jeppesen & Co. has made up these special kits for our pilots and we feel that they have contributed very greatly to safe operation by making available the very latest radio navigation information. We also wish to thank Jeppesen & Co. for adding many useful aviation items to our list of awards.

Simplex Time Recorder Company, Gardiner, Massachusetts, and their dealers for supplying the official time stamps at each of the designated airports on the route. This is the 10th year that "Simplex Time" has been the official AWTAR time upon which all scores are computed. We

are very grateful to Simplex for the excellent service they have given us.

The Flying Tiger Line, Inc., Burbank, California, for again transporting our contestants' luggage across the country, from Lawrence to Spokane, thus allowing the girls to fly their aircraft lightly loaded. This service contributes greatly to the safety of the race for the lighter the load the better the performance of the aircraft and good performance is essential at high altitudes in summer heat. We are very thankful for this service and know that it is greatly appreciated by all the contestants.

The Federal Aviation Agency, the U.S. Weather Bureau and the Coast & Geodetic Survey for their valuable assistance in planning and operating the race.

The United States Air Force for their fine cooperation and assistance at the Start and Terminus and all along the route.

Mr. Bertrand Rhine of Los Angeles for his valuable legal counsel.

All those companies and groups whose names appear on our LIST OF AWARDS pages in this pro-

(Continued on page 3)

We Also Wish to Thank

(Continued from page 2)

gram for making these awards possible. Only with awards can the fine accomplishments of our pilots be recognized. Special awards and leg prizes have added a great deal of interest to the race and have made it possible to recognize individual accomplishment in many varied categories. We thank these donors very much.

The members of all the Ninety-Nine chapters on the route and many members from neighboring chapters for their cooperation and assistance at the designated airports. Without their interest and help it would be impossible to conduct the race.

At Lawrence, Massachusetts, and at Spokane, Washington, and at Binghamton, Youngstown, Kokomo, West Chicago, Rochester, Fargo, Bismark, Miles City and Helena,—local chapters of The Ninety-Nines, Inc., Airport Officials, City and County Officials, Senior and Junior Chambers of Commerce, Civil Air Patrol, Wing Scouts, Amateur Radio Operators, Federal Aviation Agency personnel, U.S. Weather Bureau Forecasters and Observers and many other groups and private individuals are working together to make this race a success. We appreciate their interest and cooperation to the fullest and wish to take this opportunity to thank them for helping us to run this annual All-Woman Transcontinental Air Race.

BOARD OF DIRECTORS

Betty Gillies	Claire Nicholson
Kay Brick	Lois Bartling
Barbara London	Bernice Steadman
Iris Critchell	Sylvia Roth
Doris Langher	

Official Program Editorial Staff: Editor: Claire Hale Nicholson
Associate Editors: Barbara London and Betty Gillies.

COVER by Marion Lopez, New York.

LIST OF AWARDS

FIRST PLACE

1. AWTAR First Place Trophies for Pilot and Co-Pilot.
2. \$800.00 Cash.
3. Perpetual Rotating Silver Tray donated in 1950 by the Carolinas Chapter of The Ninety-Nines, Inc.
4. \$60.00 Cash. (Presented by The pilots of Washington Water Power.)
5. Jeppesen Airway Manual and JAID, and large World Map. (Presented by Jeppesen & Co., Denver, Colorado.)
6. Names inscribed on Perpetual Rotating Trophy donated in 1950 by the San Diego Chapter of The Ninety-Nines, Inc., and kept on display in the National Air Museums, Washington, D.C.

SECOND PLACE

1. AWTAR Second Place Trophies for Pilot and Co-Pilot.
2. \$600.00 Cash.
3. \$50.00 Cash. (Presented by The Pilots of Washington Water Power.)
4. "Maximizer" Flight Case and large United States Map. (Presented by Jeppesen & Co.)

THIRD PLACE

1. AWTAR Third Place Trophies for Pilot and Co-Pilot.
2. \$500.00 Cash.
3. \$40.00 Cash. (Presented by The Pilots of Washington Water Power.)
4. Jeppesen CR-3 Computer and PN-1 Plotter. (Presented by Jeppesen & Co.)

FOURTH PLACE

1. AWTAR Fourth Place Trophies for Pilot and Co-Pilot.
2. \$400.00 Cash.

3. \$25.00 Cash. (Presented by the Pilots of Washington Water Power.)
4. Jeppesen CR-2 Computer and PN-1 Plotter. (Presented by Jeppesen & Co.)

FIFTH PLACE

1. AWTAR Fifth Place Trophies for Pilot and Co-Pilot.
2. \$200.00 Cash.
3. \$25.00 Cash. (Presented by the Pilots of Washington Water Power.)
4. Jeppesen CR-2 Computer and PN-1 Plotter. (Presented by Jeppesen & Co.)

TO THE CREW FLYING THEIR FIRST AWTAR WHICH MAKES THE HIGHEST SCORE

1. \$50.00 Cash. (Donated by a friend of The Ninety-Nines, Inc., through the Michigan Chapter.
2. CB-1 Computer and PN-1 Plotter. (Presented by Jeppesen & Co.)

FOR THE HIGHEST SCORE MADE BY A CREW WHOSE COMBINED TOTAL SOLO TIME IS 500 HOURS OR LESS

\$100 Cash. (Presented by FLYING MAGAZINE.)

IN ADDITION

\$300.00 Cash for First Place, \$200.00 Cash for Second Place, \$100.00 for Third Place, \$50.00 for Fourth Place and \$25.00 for Fifth Place. (Donated by AC Spark Plug Division of General Motors, providing these winning aircraft are using AC spark plugs.)

\$25.00 Cash for the best score made by each make of aircraft of which there are at least three in competition.

LEG PRIZES - - 1959 AWTAR

1. LAWRENCE, MASS., TO BINGHAMTON, N.Y.	
First Place	\$ 50.00
Second Place	Aero-Doc Aviation Safety Pak
(Presented by: Frepak Products, Inc., Providence, Rhode Island)	
2. BINGHAMTON, N.Y., TO YOUNGSTOWN, OHIO	
First Place	\$ 25.00
(Presented by: Thompson Ramo Woolridge, Inc., Cleveland, Ohio)	
3. YOUNGSTOWN, OHIO, TO KOKOMO, INDIANA	
First Place	Bernz-O-Matic Grille
(Presented by: W. H. Turner Co., Kokomo, Indiana)	
AND	
(Presented by: Kruz-Air-Inc., Kokomo, Indiana)	
Subscription — Jaid Charts	
4. KOKOMO, INDIANA, TO WEST CHICAGO, ILLINOIS	
First Place	\$150.00
(Presented by: Beverly Bank, Chicago, Illinois)	
AND	
For Pilot & Co-Pilot	Two Zenith "Navigator" Radios
(Presented by: Zenith Radio Corp., Chicago, Illinois)	
Second Place	
(Presented by: DuPage County Airport, West Chicago, Illinois)	
For Pilot & Co-Pilot	Two Zenith "Navigator" Radios
(Presented by: Chicago Area Chapter 49 1/2ers)	
5. WEST CHICAGO, ILLINOIS, TO ROCHESTER, MINNESOTA	
First Place	\$ 50.00
(Presented by: Minnesota Chapter, Ninety-Nines, Inc.)	
6. ROCHESTER, MINNESOTA, TO FARGO, NORTH DAKOTA	
First Place	\$ 75.00
(Presented by: Aviation Committee, Fargo Chamber of Commerce)	
Second Place	\$ 25.00
(Presented by: Aviation Committee, Fargo Chamber of Commerce)	
7. FARGO, NORTH DAKOTA, TO BISMARK, NORTH DAKOTA	
First Place	\$100.00
(Presented by: Avis Rent-a-Car System Licensee, Minot North Dakota, and Hertz Rent-a-Car, Bismark, North Dakota)	
8. BISMARK, NORTH DAKOTA, TO MILES CITY, MONTANA	
First Place	\$ 50.00
(Presented by: The Anaconda Company, Butte, Montana)	
Second Place	\$ 25.00
(Presented by: Mildred-Hazel Shop, Inc., Billings, Montana)	
9. MILES CITY, MONTANA, TO HELENA, MONTANA	
First Place	\$ 75.00
(Presented by: The Montana Power Co., Butte, Montana)	
Second Place	\$ 25.00
(Presented by: The Montana Power Co., Butte, Montana)	
10. BISMARK, NORTH DAKOTA, TO HELENA, MONTANA	
First Place	U.S. Savings Bond \$ 50.00
(Presented by: Helena Chamber of Commerce Retail Merchants)	
Second Place	U.S. Savings Bond \$ 25.00
(Presented by: Helena Chamber of Commerce Retail Merchants)	
11. FARGO, NORTH DAKOTA, TO HELENA, MONTANA	
First Place	\$ 90.00
(Presented by: "The Montana Operators" Johnson Flying Service and Missouri Aerial Service, Missoula; Gallatin Flying Service and Flight Line, Inc., Belgrade; Gillis Aviation, Montana Airmotive and Lynch Flying Service, Billings; Miles City Aero Service; Wendland Flight Service, Livingston)	
Second Place	\$ 25.00
(Presented by: First National Bank of Bozeman)	
AND	
(Presented by: First National Bank & Trust Co., Helena, Montana)	
U.S. Savings Bond \$ 25.00	
12. HELENA, MONTANA, TO SPOKANE, WASHINGTON	
First Place	\$ 50.00
(Presented by: Washington Flying Farmers)	
Second Place	Copper Coffeemaker
(Presented by: Helena Hardware Co., Helena)	
13. HELENA, MONTANA, TO SPOKANE, WASHINGTON (Special)	
Best Piper Aircraft	\$ 25.00
(Presented by: Lamb Flying Service, Spokane)	
Best Beach Aircraft	\$ 25.00
(Presented by: Western Aircraft Corp., Spokane)	
Best Ballanca Aircraft	\$ 25.00
(Presented by: McCulloch Corporation, Spokane)	

AWTAR BOARD OF DIRECTORS



Chairman, Mrs. Betty H. Gillies, is serving her 9th year on the Board of Directors and her 7th consecutive year as Chairman of the Board of Directors. She has been a contestant in four previous TARs. Mrs. Gillies is past-International President of the Ninety-Nines, Inc. and an active member of the San Diego Chapter,

99's Inc. She was a WASP during WWII and now has over 4000 hours flying time. She holds a Commercial license with Flight Instructor and Instrument ratings for Single and Multi-engine land and sea aircraft.



Vice-Chairman and East Coast Representative for the Board of Directors is Mrs. Kay Brick. She has served as a member of the Board since 1950. Mrs. Brick was an Official Timer for the race in 1951 and '52, an Official at the Start of the race in 1953, and at the Terminus in 1954 and '55. This year will be her 5th year as a contestant

in the TAR. She is a past-International President of the Ninety-Nines, Inc., and is an active member of the New York-New Jersey Chapter of the 99's. Mrs. Brick was a WASP during WWII, holds a Commercial license with Single and Multi-engine land, and Flight Instructor ratings, and has logged more than 3500 hours flying time.



Secretary, Mrs. Claire Hale Nicholson is serving her 5th year on the Board of Directors. She has raced in the TAR six previous years, having placed 2nd, 3rd and 4th. Mrs. Nicholson is in charge of Impound and Editor of the Official Program. She is an active member of the San Diego Chapter of the Ninety-Nines,

Inc., holds a Commercial license, and has logged more than 1300 hours flying time.



Treasurer and Executive Secretary for the Board of Directors is Mrs. Barbara E. London. She has been a member of the Board of Directors since 1950, and is in charge of the Race Operations. Mrs. London has flown three previous races, was a WASP during WWII, holds a Commercial license with Flight Instructor, Instru-

ment, Single and Multi-engine land and sea ratings,

and has logged more than 3200 hours flying time. She is an active member of the Long Beach Chapter of the Ninety-Nines, Inc.



Director of Operations, Mrs. Iris Critchell, has been a member of the Board of Directors for the past six years. She has flown as a contestant in eight TAR's, having placed first in 1957, and second in 1955, '56, '57. Mrs. Critchell was a WASP during WWII, holds a Commercial license with Single and Multi-engine land, Flight In-

structor, Instrument, and seven Ground School Instructor ratings, and has logged more than 4400 hours flying time. She is an active member of the Long Beach Chapter of the Ninety-Nines, Inc.



Director of Route Operations, Mrs. Lois Bartling, is serving her third year on the Board of Directors. In 1954 she was the Route Surveyor for the TAR and she will be entering this year for the ninth consecutive time as a TAR contestant. Mrs. Bartling holds a Commercial license and has logged more than 1250 hours flying

time. She is an active member of the San Diego Chapter of the Ninety-Nines, Inc.



Mrs. Bernice Trimble Steadman is serving her third year on the Board of Directors. She served as Chairman of the Terminus Committee for the TAR in 1956, and will be entering her 4th TAR this year. Mrs. Steadman is an active member of the Michigan Chapter of the Ninety-Nines, Inc.,

holds a Airline Transport license with Multi-engine land, and all Ground School Instructor ratings, and has logged more than 7000 hours flying time. She now owns and operates her own Fixed Base Operation in Flint, Michigan.

AWTAR BOARD OF DIRECTORS (Cont.)



Miss Doris Langher is serving her first year on the Board of Directors. She will be entering her eighth TAR this year and hold an Airline Transport license with Flight Instructor, Single and Multi-engine land and sea ratings, and has logged more than 7000 hours flying time. Miss Langher is a Flight Simulator Instructor for United Air Lines. She is an active member of the Ninety-Nines, Inc.



Miss Sylvia Roth is serving her first year on the Board of Directors. She holds an Airline Transport license with Multi-engine land, Single-engine sea, Instrument and Flight Instructor, and all Ground Instructor ratings. Miss Roth has logged more than 5500 hours flying time and this year is entering her sixth TAR. She is currently employed as Executive Pilot for Encyclopedia Britannica Films, Inc., flying their Cessna 310B.

THE ROUTE SURVEYORS



Mrs. Ruth Wagner



Mrs. Geraldine Mickelson

Approximately 10 days before the start of the race, the route is surveyed by an experienced crew to ascertain that all required preparations have been made at each of the designated refueling stops. These preparations include setting up the official clock with which elapsed flying times are recorded, providing for the handling and servicing of the aircraft, and arranging for accommodations for any crews that may remain overnight. The Route Surveyors discuss the operation with Civil Aeronautics Administration Tower and Communications personnel, with the Airport Managers and with personnel of the Weather Bureaus. This survey is a final check to make sure that all those along the route

who are working with the race fully understand the operation and that the operation will be handled in accordance with the published AWTAR Rules and Regulations.

Route Surveyors for this year's race are Mrs. Geraldine Mickelson of Sacramento, Calif., serving her third year in this capacity and Mrs. Ruth Wagner, serving her first year. They are flying the route in Mrs. Wagner's Navion. Mrs. Mickelson is a past International President of the Ninety-Nines, Inc., and has been a contestant in seven previous TAR races. Mrs. Wagner has participated in two previous TAR's. Both women are active members of the Ninety-Nines, Inc.

THE OFFICIAL TIMERS



MARGARET GERHARDT
Chairman



PEGGY BOREK
Timer Start



ARAX SIMSARIAN
Timer Start



"FRAN" DIAS
Timer Finish



DORIS PHILLIPS
Timer Finish

The All-Women Transcontinental Air Race is sanctioned by the National Aeronautics Association and is conducted under the rules and regulations of the Federation Aeronautique Internationale. The timing and scoring is the duty and responsibility of the Timers Committee, six women designated as official NAA representatives and timers for the race.

The official timers at the start, of which there are two, are responsible to the NAA for the enforcement of applicable FAI regulations and the AWTAR published rules, for the accuracy of the time piece used and for the recording of all starting times in the prescribed manner. They must ascertain that each pilot holds a current FAI Pilots Annual Sports Registration and must submit a report to the NAA on all entries, including aircraft and their identifications and the official starting times of all contestants. It is their duty also to sit in and assist with making decisions on any protests that might be filed before the start of the race.

The official timers at the finish, of which there are four, are likewise responsible to the NAA for the enforcement of applicable FAI regulations and AWTAR published rules and for the accurate recording of the time each contestant crosses the finish line. In addition it is their duty and responsibility to compute the elapsed time of each contestant and to submit the final scores to the AWTAR representative at the finish and to the Contest Division of the NAA. Three members of the timers committee at the finish also serve as members of the protest board in the event a protest is filed.

Chairman of the Timers Committee for this year's race is Mrs. Margaret Gerhardt. She was an Official Timer at the Finish in last year's race and has served twice on the Air Race Committee at the start. Margaret is married, has four children, and is a member of the Bay Cities Chapter of the Ninety-Nines, Inc.

Miss Peggy Borek, Official Timer at the Start of

this year's race, was an Official Timer at the Finish in 1958, Impound, Inspection and Operations Chairman at the Finish in 1957, and a contestant in 1956. Peggy has logged more than 300 hours flying time and will take her Commercial ride in June. She is Membership Chairman of the Eastern Pennsylvania Chapter, Secretary-Treasurer and Membership Chairman of the Middle East Section, and International Flying Activities Chairman of the Ninety-Nines, Inc.

Miss Arax Simsarian, Official Timer at the Start, is serving her first year in this capacity. She holds a Commercial license and is an active member of the New York-New Jersey Section of the Ninety-Nines, Inc. Arax served on the AWTAR Terminus Committee in 1955.

Mrs. Frances Dias Gustavson, Official Timer at the Finish, is serving her seventh consecutive year as an Official Timer. She was an aerobatic pilot with the Tex Rankin Air Shows and also a WASP during WWII. "Fran" holds a Commercial license with a Multi-engine land rating. She is an active member of the San Joaquin Valley Chapter of the Ninety-Nines, Inc.

Mrs. Doris Phillips, Official Timer at the Finish is serving her 1st year as an Official Timer. She holds a Private license with more than 150 hours flying time. Doris was formerly employed by the Civil Aeronautics as a Control Tower Operator and Assistant Airway Traffic Controller. She is an active member of the Bay Cities Chapter of the Ninety-Nines, Inc.

Mrs. Gail Lane, Official Timer at the Finish, will be serving her 1st year in this capacity. She holds a Private license and has logged more than 340 hours flying time. She worked on the start of the AWTAR in 1957 and '58. Gail is an active member of the Ninety-Nines, Inc., and Chairman of the Bay Cities Chapter.

THE ROUTE OF THE RACE PILOTS

Nine airports between Lawrence and Spokane have been selected and designated as official refueling stops for the contestants. These are located between 200 and 300 miles apart. Special arrangements have been made at these airports for the handling and servicing of the aircraft and for accommodations for crews that elect to remain over night. Official time clocks are set up at these nine airports so that arrival and departure times can be recorded. In this way, time spent on the ground is not counted against the contestant and she can take as much time as is necessary to have her aircraft checked and serviced. (Time spent on the ground at other than a designated airport can not be deducted from the total time.) Official observers are stationed at the time clocks to ascertain that the

timing procedure is conducted in accordance with the published AWTAR Rules and Regulations. Regulations require that all participating aircraft be at one of these named designated airports by sunset and flight may not be resumed until sunrise of the following day.

Many individuals and organizations at each of these designated airports cooperate to assure a smooth running operation and to make each stop a pleasant experience for the contestants. It is unfortunate that as this program goes to press we do not have the names of all. Below is a list of the airports and the names of those who have worked directly with us in setting up the arrangements for the race:

Lawrence Municipal Airport, Lawrence, Mass.

Airport Mgr. Mr. Melvin S. Kirkman, Lawrence Municipal Airport.
Ninety-Nine Mrs. Jerry Gardiner, Waterford, Conn., Chairman of the Start
Amateur Radio: Mr. William Loeffler, WIPFA, Salem, New Hampshire.
Air Force: Maj. Robert Collins.
Publicity: Mrs. Eleanor Horn, Lawrence, Mass.
Mr. George Celineau, Lawrence, Mass.

Broome County Airport, Binghamton, New York

Airport Mgr. Mr. Robert Casteline, Commissioner, Dept. of Aviation, Broome Cty. Airport.
Ninety-Nine Mrs. Jean Nelson, Rochester, New York.
Mrs. Martha W. Zillhardt, Binghamton, New York.
Amateur Radio: Mr. W. W. Thompson, W2MTA, Newark Valley, New York.
Air Force: 1st Lt. Daniel Van De Mark.

Youngstown Municipal Airport, Youngstown, Ohio

Airport Mgr. Mr. Robert Balalik, Youngstown, Ohio.
Ninety-Nine Mrs. Virginia Schumacker, Massillon, Ohio.
Mrs. Jody Scott, Poland, Ohio.
Amateur Radio: Mr. G. J. Athausen, W8GQD, Youngstown, Ohio.
Air Force: M/Sgt. Robert B. Haley.

Kokomo Municipal Airport, Kokomo, Indiana

Airport Mgr. Mr. John E. Maher, Kokomo, Indiana.
Ninety-Nine Mrs. Dorothea Hendricks, Pendleton, Ind.
Mrs. Jane Ackors, Indianapolis, Ind.
Amateur Radio: Mr. Charles E. Lacy, W9HUF, Kokomo, Ind.
Mrs. Frances Plotner, K9MWC, Kokomo, Ind.
Air Force: T/Sgt. Bernard D. Phillips.
Publicity: Mr. Kenneth G. Francis.

DuPage County Airport, West Chicago, Illinois

Airport Mgr. Mr. W. R. Donahue, Jr., West Chicago, Ill.
Ninety-Nine Miss Helen Sailer, Glencoe, Ill.
Mrs. Evelyn Chilcoat, Chicago, Ill.
Amateur Radio: June Todd, W9CQF.
Air Force: Lt. Duane R. Evers.

Lobb Field (Municipal Airport), Rochester, Minn.

Airport Mgr. Mr. Don Swenson, Rochester, Minn.
Ninety-Nine Mrs. Rita Orr, Faribault, Minn.
Amateur Radio: Mr. Fred Stover, WOIQW, Rochester, Minn.
Air Force: T/Sgt. Robert Adney.
Publicity: Mrs. Marietta Sonnenberg, Rochester, Minn.

Fargo Municipal Airport, Fargo, North Dakota

Airport Mgr.: Mr. Joseph T. Parmer, Fargo, N. Dak.
Ninety-Nine: Mrs. Jean Scheifley, Rochester, Minn.
Mrs. Jane White, Wayzata, Minn.
Mrs. "Eddie" Urenn, Fargo, N. Dak.
Amateur Radio: Mr. Douglas H. Classon, WOCAQ, Fargo, N. Dak.
Air Force: T/Sgt. Gerald M. Johnson.

Bismark Municipal Airport, Bismark, North Dakota

Airport Mgr.: Mr. Raymond Heinemeyer, Bismarck, N. Dak.
Ninety-Nine: Mrs. Genevieve Sogaard, Minot, N. Dak.
Mrs. Martha Gaunce, Williston, N. Dak.
Mrs. Audrey L. Baird, Dickinson, N. Dak.
Amateur Radio: Mr. Harold Wengel, WOHVA, Bismarck, N. Dak.
Air Force: T/Sgt. Norman Larmore.

Miles City Municipal Airport, Miles City, Montana

Airport Mgr.: Mr. C. R. Urgan, Miles City, Montana.
Ninety-Nine: Mrs. Norma Wingfield, Billings, Mont.
Mrs. Betty Jean Brink, Billings, Mont.
Amateur Radio: Mr. Dwight Roberts, W7YUP, Miles City, Mont.
Air Force: T/Sgt. Robert Hoffman.
Major William S. Meyer.

Helena Municipal Airport, Helena, Montana

Airport Mgr.: Mr. Hugh R. Kelleher, Helena, Mont.
Ninety-Nine: Mrs. Winifred Lovelace, Bozeman, Mont.
Mrs. Dorothy Sabo, Bozeman, Mont.
Amateur Radio: Mr. Reidar Ilvedson, W7WMT, Helena, Mont.
Air Force: M/Sgt. John Strudivant.

Felts Field, Spokane, Washington

Airport Mgr.: Mr. Herb Ballo, Spokane, Wash.
Ninety-Nine: Mrs. Lydiellen Hagan, Chairman of the Terminus, Spokane, Wash.
Mrs. Betty Jane Seavey, Walla Walla, Wash.
Amateur Radio: Catherine Rochlitzer, Spokane, Wash.
Air Force: Capt. Beveridge.
M/Sgt. Jack Burkhardt.



BETTY H. GILLIES

AN EDITORIAL

"I've found a Sponsor," rings the happy voice of a prospective AWTAR contestant. Just what does this word "Sponsor" mean and what does a "Sponsor" do to contribute to the success of the All-Woman Transcontinental Air Race?

A Sponsor is an individual, a company, a Chamber of Commerce, a town, a city council, a group of merchants, an airport, an aircraft sales company—any one person or group of persons interested in the promotion of aviation to the extent that he or they will help finance a woman pilot's participation in the AWTAR. Sponsors of contestants in the AWTAR recognize the promotional value of the race and realize that the wide publicity it accrues is bound to stimulate increased aviation activity in their own locality as well as throughout the country. They know the race encourages flight instruction, emphasizes the utility of private aircraft, brings public attention to their own well-equipped airport. They believe in the "air age" and believe that women are as much a part of this air age as they are of the automotive age which we have enjoyed these past 40 years. They are proud to have their name, their city, their Chamber of Commerce, their company or corporation, painted on the side of the aircraft they are sponsoring and know, that as that sign is read from coast to coast, others will know of and appreciate their interest in the promotion of private flying.

Many of our thoroughly qualified women pilots would be financially unable to compete in the AWTAR were it not for the help they receive

from their sponsors. Some require complete monetary backing while others require merely partial backing. The amount of financial assistance needed by a contestant varies according to each individual's situation. There are, of course, quite a few girls who are able to make the flight at their own expense or are "sponsored by their husband"—but the majority do need that financial backing which a sponsor provides.

The success of this race is very dependent upon the interest and support of sponsors. The race itself is financed by sponsors—by the city at the Start and the city at the Terminus (or organizations therein), by the Ninety-Nines, Inc., and by a lengthy list of the major aircraft companies in the country. From their donations comes the purse for the race, the trophies, and the money necessary to administer, operate and publicize the race from coast to coast. But without contestant sponsorship there would be very few entries and without a large field of entries the race would lose its point and cease to exist.

Each year the problem of "getting a sponsor" has become a bit easier for the contestants and we, the members of the Board of Directors of AWTAR, Inc., want to express our thanks and appreciation to all those who have sponsored contestants this year and in the past years, thereby showing the way to others, and have thus helped us to build this race into the great annual classic it has now become.

—BETTY HUYLER GILLIES,
Chairman

CONTESTANTS AND THEIR SPONSORS



Top row: Lois, pilot; and Audrey, co-pilot. Bottom row: Bill Gordon (Towne & Country), Bill Sanella (Sanella Motors), Dick Sipple (Towne & Country), and John Fernandez (Jondol Construction).



Martin M. Decker firmly believes in encouraging youth in aviation. The Decker Corporation of Philadelphia and Bala Cynwyd, Pa., is sponsoring the sister team of Margo and Sandra Callaway, 17 and 19,



Left to right: Mrs. Eva White, co-pilot; Verne Siemon, sponsor, and owner of Siemon Mfg. Co., Wayne, Illinois, manufacturers of precision electric motors and gyros, and Mrs. Bee Siemon, pilot, in front of the Siemon's Cessna 195.



Left to right: G. Glenn Pendley, sales manager of the Van der Horst Corp., Margaret Callaway, and Kuno Van der Horst, Vice-President of the company. The Cessna 140 is the company aircraft which Margaret will fly in the TAR.



Left to right: Geri Hill, Pilot; Mrs. Margaret Stone, Vice-President Women's Division of the Berkeley Chamber of Commerce; Mr. O. L. Kidd, Orange Airport, Stockton, California.



Left to right: Jack Miner, Vice-President of Bank Bldg. & Equipment Corp.; Mickey Clark, Pilot; Golly Miner, Co-Pilot.



Miss Mala Rubinstein (left), niece of Helena Rubinstein, and aviatrix Florence Knight study route charts for the July 4-8 13th annual All-Woman Transcontinental Air Race, popularly called the "Powder Puff Derby." The internationally famous cosmetics house is sponsoring the former WASP pilot whose plane has been christened "Ultra Feminine" in honor of Madame Rubinstein's original estrogenic face cream.

Thirteenth Annual All Woman Transcontinental Air Race

CONTESTANTS AND THEIR SPONSORS (Cont.)



L. to r.: Carol Veris, pilot; Jeanne McElhatton, co-pilot sponsored by: Coro, Inc., dealers of Women's Costume Jewelry, New York, New York.



Sponsors and pilots of the "CITY OF AZUSA, California." Front row, left to right: Mr. Hanson, Sec'y. Azusa Chamber of Commerce; Mr. Gains, Pres. Azusa Chamber of Commerce; Mr. Chamberlain of Southern Pipe; Mr. Comstock of Monrovia Nursery. Back row: Mr. Clark, Editor of Azusa Herald; Mr. Wise of Azusa Rock and Sand; Norma Wilcox, Co-Pilot; Penny Swope, Pilot; Mr. Brewer; Loren Lord of Wynn Oil Company. Sponsors not represented in the picture: U.S. Relay, El Sereno Machine Works and Aerojet General Corporation.



Left to right: Edna Bower, co-pilot; Frances Bera, pilot; Robert B. Rice, Vice-President and Director of Cabana Nutria Breeders Association.



Left to right: Margaret Ray Ringenberg, pilot; Lois Laymon, co-pilot; George H. Bailey, sponsor, Fort Wayne, Indiana.



Left to right: C. L. Christian (Christian-Cerbis, Insurance Co.); Archie Bray, Jr. (Pres. Western Clay Manufacturing Co.); Sandy McPherson (Texaco Products Distributor); Hugh R. Kelleher (Helena Airport Manager); Elizabeth M. Herrin (Pres. Morrison Flying Service); Elsie F. Childs (Pilot); Helen R. Dunlop (Co-pilot).

PREVIOUS WINNERS



MRS. CAROLYN WEST
1947



MRS. FRANCES NOLDE
1948



MRS. LORETTA FOY SAVORY
1949



MRS. JEAN PARKER ROSE
1950



MRS. CLAIRE WALTERS
1951



MRS. SHIRLEY FROYD
1952



MRS. FRANCES BERA
1953, '55, '56, '58



MRS. RUTH DEERMAN
1954



MRS. ALICE ROBERTS
1957

YEAR	START AND FINISH	AVG. G.S.	TOTAL MILES	# PLANES ENTERED	# OF WOMEN	AIRCRAFT FLOWN	WINNERS PILOT & CO-PILOT
1947	Palm Springs, Cal. to Tampa, Florida	102.0	2242	1	2	Ercoupe	P—Carolyn West CP—Beatrice Medas
1948	Palm Springs, Cal. to Miami, Florida	149.0	2540	6	7	Navion	P—Frances Nolde
1949	San Diego, Cal. to Miami, Florida	121.1	2544	16	27	Piper Clipper	P—Lauretta Foy CP—Sue Kindred
1950	San Diego, Cal. to Greenville, S.C.	123.0	2460	33	50	Taylor- craft	P—Jean Parker CP—"Boots" Seymour
1951	Santa Ana, Cal. to Detroit, Mich.	121.165	2348	44	77	Cessna 140	P—Claire Walters CP—Frances Bera
1952	Santa Ana, Cal. to Teterboro, N. J.	104.052	2355	41	73	Cessna 140	P—Shirley Froyd CP—Martha Baechle
1953	Lawrence, Mass. to Long Beach, Cal.	119.37	2678	49	98	Stinson 165	P—Frances Bera CP—Marcella Duke
1954	Long Beach, Cal. to Knoxville, Tenn.	121.99	1986	51	93	Cessna 140-A	P—Ruth Deerman CP—Ruby Hays
1955	Long Beach, Cal. to Springfield, Mass.	175.0	2787	47	90	Cessna 180	P—Frances Bera CP—Edna Bower
1956	San Mateo Cty., Cal. to Flint, Mich.	183.0	2366	50	85	Bchcft. Bon'za E35	P—Frances Bera CP—Edna Bower
1957	San Mateo Cty., Cal. to Philadelphia, Pa.	188.53	2567	49	89	Bchcft. Bon'za C35	P—Alice Roberts CP—Iris Critchell
1958	San Diego, Cal. to Charleston, S. C.	177.87	2177	69	129	Bchcft. Bon'za A35	P—Frances Bera CP—Evelyn Kelley

THE AWTAR HANDICAPPING

METHOD OF HANDICAPPING AND SCORING

A "Par Speed" in knots per hour is established by the All Woman Transcontinental Air Race Board for each make and model of aircraft. These PAR speeds are determined by engineering calculations for performance at the average race altitude of 50000 feet, and allowing for range of each aircraft. The speed data is based on performance figures supplied by the manufacturers, consultations with aeronautical engineers, and flight test data obtained over a measured course.

The winner will be that aircraft which averages the highest ground speed in relation to its "Par Speed." The winner cannot be determined until after all aircraft have crossed the finish line and their average speeds for the entire course have been computed by the Official Timers at the terminus.

To arrive at the score, the "par" or handicap speed of each aircraft is subtracted from the average ground speed of that aircraft. The aircraft with the highest score is the winner.

HANDICAP "PAR SPEEDS"

AIRCRAFT MODEL	FUEL CAP. (GALS)	HP	PAR (KNOTS)
BELLANCA CRUISAIR 14-13-2	40	150	114
BELLANCA CRUISAIR 14-13-2 or -3 (Aeromatic Prop)	40	165	118
BELLANCA CRUISAIR 14-13-2 or -3 (Controllable Prop)	40	165	120
BELLANCA CRUISEMASTER 114-19	54	190	134
NORTHERN AIRCRAFT CRUISEMASTER 14-19-2	54	230	143
NORTHERN AIRCRAFT CRUISEMASTER 14-19-2	72	230	144
NORTHERN AIRCRAFT CRUISEMASTER 14-19-2	79	230	145
BEECH BONANZA 35 (metal prop) (Ser. #1240 or Higher Only)	60	185	137
BEECH BONANZA 35 (metal prop) (Ser. #1240 or Higher Only)	60	205	139
BEECH BONANZA 35 (metal prop) (Ser. #1240 or Higher Only)	60	225	143
BEECH BONANZA A35, B35 (metal prop) (Ser. #1240 or Higher Only)	60	185	139
BEECH BONANZA A35, B35 (metal prop) (Ser. #1240 or Higher Only)	60	205	141
BEECH BONANZA A35, B35 (metal prop) (Ser. #1240 or Higher Only)	60	225	146
BEECH BONANZA 35, A35, B35 With fuel capacity—40 gals subtract 2 knots			
BEECH BONANZA 35, A35 B35 With wood propeller subtract 2 knots			
BEECH BONANZA C35, D35 (metal prop)	60	205	143
BEECH BONANZA E35, F35, G35 (metal prop)	60	225	146
BEECH BONANZA H35 (metal prop)	60	240	159
BEECH BONANZA J35 (metal prop)	60	250	161
BEECH BONANZA K35 (metal prop)	70	250	161
CHAMPION "TRI-TRAVELER" 7-FC	26	90	80
CHAMPION "SKY-TRAC" 7-GC	37	140	92
CESSNA 120, 140 (Ser. #14368 or higher ONLY)	25	85	94
CESSNA 140A	25	90	96
CESSNA 140A PATROLLER	42	90	97
CESSNA 170, 170A, 170B	42	145	105
CESSNA 150	26	100	100
CESSNA 170, 170A, 170B (Met-Co-Aire Tri Gear)	42	145	102
CESSNA 172 (Without "Speed Fairings")	42	145	102
CESSNA 172 (Without "Speed Fairings")	60	145	103
CESSNA 175 (With "Speed Fairings")	52	175	117
CESSNA 175 (With "Speed Fairings")	70	175	118
CESSNA 180	60	225	134
CESSNA 180	65	230	135

AIRCRAFT MODEL	FUEL CAP. (GALS)	HP	PAR (KNOTS)
CESSNA 182 (1956, '57 and '58) (for "Skylane Model or 182 with "Speed Fairings—add 2 knots)	65	230	131
CESSNA 180, 182 (with 13 gal. auxiliary tank—add 1 knot)			
CESSNA 182 (1959) (for "Skylane Model" or with "Speed Fairings"—add 2 knots) (with 18 gal aux. tank on Cessna 180 and 182—add 1 knot)	65	230	132
CESSNA 195 (Ser. #7086 or higher ONLY)	81	275	135
CESSNA 195 (Ser. #7086 or higher ONLY)	81	300	140
ERCOUPE 415E	24	85	90
LUSCOMBE 8-E	25	85	90
LUSCOMBE 8-F	25	90	92
MEYERS MAC-145	32	145	112
MEYERS MAC-145	49	145	113
MOONEY MARK 20	49	150	132
MOONEY MARK 20A	49	180	141
NAVION A	60	185	118
NAVION A	60	205	119
NAVION A	60	225	126
NAVION B SUPER	60	260	130
NAVION (All models) with 40 gal. fuel capacity—subtract 2 knots (If Downdraft cooling and/or cowl flaps are NOT INSTALLED.....subtract 1 knot) (If landing gear fairings are NOT installed.....subtract 1 knot) (If tail modification HAS been installed..... add 2 knots)			
PIPER CLIPPER PA-16	30	108	96
PIPER SUPER CUB PA-18	36	90	84
PIPER SUPER CUB PA-18	36	125	94
PIPER SUPER CUB PA-18	36	135	97
PIPER SUPER CUB PA-18	36	150	102
PIPER PACER PA-20	36	125	104
PIPER PACER PA-20	36	135	106
PIPER PA-22 (1951-52) (prior to Ser. #22-807)	36	125	102
PIPER PA-22 (1951-52) (prior to Ser. #22-807)	36	135	105
PIPER PA-22 (1953-54)	36	135	101
PIPER PA-22	36	150	105
PIPER PA-22 (for installation of 8 gal. tank in Tri-Pacers—add 1 knot)	36	160	108
PIPER APACHE PA-23	108	300	136
PIPER APACHE PA-23	72	300	135
PIPER APACHE PA-23	108	320	139
PIPER COMANCHE PA-24	60	180	132
PIPER COMANCHE PA-24 "250"	60	250	152
STINSON 108-2 (Small tail)	40	165	102
STINSON 108-2 (Large tail)	50	165	101

These handicaps apply ONLY to the specific aircraft, engine models, propellers, and fuel capacity combinations stated above. NOTE: Some aircraft models shown above were manufactured both before and after the January 1, 1948 date required in the Race Rules, Section E, para. 1. To be eligible to race, the aircraft must bear a date of manufacture of January 1, 1948 or later.

We're *Proud*

to have been chosen as the
starting point for the 1959

All Woman Transcontinental Air Race

... and *Pleased*

to be able to offer the ultra-
modern facilities of our new
and expanded airport!



LAWRENCE IS A MAJOR TERMINAL
FOR NORTHEAST AIRLINES

Our new municipal airport is another forward step in our constantly improving facilities for better living and better business in the Greater Lawrence Communities.

This latest achievement is further tangible evidence of the thinking and planning that typifies all our civic endeavors. It is part of a "program for progress" to which we are all dedicated as we provide for the needs of today and prepare for the demands of tomorrow.

MAYOR,
LAWRENCE, MASSACHUSETTS

GREATER LAWRENCE COMMUNITIES • Lawrence, Andover, North Andover and Methuen.

NEW RICHARD F. CONDON MUNICIPAL AIRPORT PROVIDES ANOTHER
MODERN LINK IN NEW ENGLAND'S AIR FACILITIES



Greater Lawrence says "THANK YOU" to our sponsors for this event:-
A. J. THOMAS COMPANY • AL'S FURNITURE STORES • ARLINGTON
TRUST COMPANY • BAY STATE MERCHANTS NATIONAL BANK •
COMMUNITY SAVINGS BANK • DIAMOND SPRING BREWERY
• EAGLE TRIBUNE PUBLISHING COMPANY • ESSEX SAVINGS BANK •
GREATER LAWRENCE CHAMBER OF COMMERCE • J. P. STEVENS
AND COMPANY INC. • J. W. BOLTON AND SONS CO. • MERRI-
MACK VALLEY DISTRIBUTING COMPANY • MERRIMACK VALLEY
NATIONAL BANK • RADIO FOODS CORPORATION • SAMUEL B.
SHANKMAN AND SONS • TYLER RUBBER COMPANY • WATTS
REGULATOR COMPANY.

THE START

PROGRAM OF EVENTS FOR THE START OF THE THIRTEENTH ANNUAL ALL-WOMAN TRANSCONTINENTAL AIR RACE

MONDAY, JUNE 29:

LUNCH AND TOUR OF AVCO Research Center: Space Research and missile development facility in Wilmington, Mass., for group of 15-20 early arrivals.

COCKTAIL PARTY & BUFFET at the Hospitality Room, Holiham's Brewery. Courtesy: Mr. Holiham.

TUESDAY, JUNE 30:

LUNCH AND TOUR of Western Electric's new facility in Lawrence, for group of 15-20 early arrivals.

EARLY BIRD PARTY at the Bolton's home "Braeloch." 6:00-8:00. Courtesy: Mr. and Mrs. John Bolton, Jr., and Mr. and Mrs. Daniel Hogan.

WEDNESDAY, JULY 1:

SWIM AND COOK-OUT at Camp 117, Little Island Pond, Pelham, N. H. Courtesy: Dr. and Mrs. Frank Hayden.

THURSDAY, JULY 2:

COMBINED SERVICE CLUB LUNCHEON at Airport, 12:00. Sponsored by the combined Service Clubs of Lawrence.

CIVIC LUNCH. Speaker: Major Collins.

TAKE-OFF BANQUET COCKTAIL PARTY at Yankee Doodle, 6:00-7:00.

TAKE-OFF BANQUET at Yankee Doodle, 7:00. Speaker: Col. Kirby.

Sponsor: N.E. Sect. 99's.

FRIDAY, JULY 3

MOTORCADE AND CIVIC RECEPTION in Lawrence, 2:00.

PILOTS BRIEFING at the Council Chamber in Mayor Buckley's Office, 3:00.

PARTY at the Andover Country Club, Lynfield Center, 6:00-8:00. Sponsor: AC Spark Plug, Vandysca Aircraft Supplies and Mr. and Mrs. Henry Gardner.

FREE EVENING or arrangements can be made to attend Band Concert and Fireworks Display at the Municipal Stadium, 8:00.

SATURDAY, JULY 4:

TAKE-OFF BREAKFAST at Yankee Doodle, 6:00. Sponsor: City of Lawrence, Mrs. Kelcone and Mrs. Buckley.

TAKE-OFF: 0900 DST.

WE WISH TO THANK

PATRONS

(List of those who put up the \$2,000 guarantee)

A. J. Thomas Company
Al's Furniture Stores
Arlington Trust Company
Community Savings Bank
Diamond Spring Brewery
Eagle Tribune Publishing Company
Essex Savings Bank
Greater Lawrence Chamber of Commerce
J. P. Stevens & Company, Inc.
J. W. Bolton & Sons Company
Merrimack Valley Distributing Company
Merrimack Valley National Bank
Radio Foods Corporation
Samuel B. Shankman & Sons
Tyer Rubber Company
Watts Regulator Company
Beach Aircraft Distributor Company
Atlantic Aviation

CITIZENS COMMITTEE of Lawrence for Air Race:

General Chairman: Atty. John F. Burk
Committee Heads:

Transportation: Albert I. Farrah and John J. Hart

Airport: Melvin S. Kirkman

Impound Area: Atty. Andrew A. Caffrey and David L. Blyth

Safety and Guards:

Lawrence Police Chief, Charles F. Hart

Methuen Police Chief, Cyril Feugill

Banquet: Asst. Supt. of Schools James A.

Griffin and Mrs. Barbara Kiernan

Service Club Lunch: Anthony Sakowick,

Goeffrey Glendinning and Michael Tarshi

Motorcade: Paul Greley

Publicity: George Gelineau, Helena Rubenstein, Narragansett Airways, Lawry Optometrics.

Impound Area Guards:

Col. John B. Slate, Commanding Officer, of Mass., Wing CAP Cadets

Capt. Rhodes and Major Huffy

Aux. Police from Andover, Methuen, and Lawrence

FAA Inspectors:

Derwin Hyde, F. W. Falconer, A. A. Pasquale

Weather:

Mr. Oscar Tennenbaum

Mass. Aeronautics Commissions:

Mr. Crocker Snow and Mr. Red Banks

WIPFA:

Wm. C. Loeffler, Chm., Amateur Radio Network

Lions Club, Rotary Club, Exchange Club, Kiwanis

Wiggins Airways

Norwood, Mass.

W. J. Connell Company

210 Needham Street

Newton Upper Falls, Mass.

Two anonymous money donors, for the N.E. Section, and Irene B. Keith, Mary Lowry, and Chris Seaver.

Davis-Arnold Flying Service, Inc.

P.O. Box 97, Elmwood 10, Conn.

Thirteenth Annual All Woman Transcontinental Air Race

WE WISH TO THANK

Narrangansette Airways,
Fall River Airport, Mass.
Take-Off Box (Cookies, etc.)
Mr. and Mrs. Angelo Zappala of
Tripoli Bakery Inc.
Lawrence, Mass.
Flowers and ferns for banquet head table:
Previte, The Florist
788 Essex St., Lawrence, Mass.
Corsages for race participants banquet:
Helen and Joseph Campopian
(Real Estate and Insurance)
301 Essex St., Lawrence, Mass.
J. A. Leone & Sons, Inc.
296 Broadway, Lawrence, Mass.
Weiner's Inc. Furs
276 Essex St., Lawrence, Mass.
Ray's Bar-B-Q
307 Broadway, Lawrence, Mass.
Lyons Drug
470 Haverhill St., Lawrence, Mass.
Rutter's Linen Service, Inc.
4 Gleason St., Methuen, Mass.
Towels for swim party:
Mr. Burke
Jet Salute Before Take-off Morning:
Col. Fred J. Christisen, Jr.
Pilots of the 102nd Tactical Flight Group
of the Mass. Air National Guard
Flight Bags:
North East Airlines
Prize for Civic Luncheon:
Jeanette LeClerc Shop
Aid on Lake Party:
Hillside Super Market



From left to right: Impound, Pat Arnold; Race Co-chairman, Barbara Kiernan; Publicity, Eleanor Horn; Social and Accommodations, Sara Hayden; Race Co-chairman, Esther Gardiner.

START RACE COMMITTEE

Chairman	Ester Gardiner
Impound	Patricia Arnold
Inspection	Evelyn Bryan
Publicity	Eleanor Horn
Operations	Ora Stevens
Finances	Sara Hayden

THE TERMINUS

As 1959 AWTAR contestants trek to Spokane, Washington, they will be journeying to the "Capital of the Inland Empire." Built as it is but a few blocks from the rushing Falls of the Spokane River, history recalls the appropriateness of Spokane as a meeting place for the people who travel to the great Northwest, for these same turbulent waters, long ago, marked a gathering place.

Before the white man came, and when this vast intermountain territory was a wilderness threaded only by foot paths of wandering Indian tribes, the trails converged at the Falls of the Spokane, which were a landmark.

Ranking as it does as second city in size in the State of Washington, Spokane, with its present population of 189,000 is rightfully known as the Capital of the Inland Empire.

Products of a new country, it is distinctively a western metropolis with the foundations of its growth and prosperity firmly based on the rich production of the territory that surrounds it.

The basic industries of mining, lumbering, and agriculture have sustained a composite of manufacturing, wholesale and retail distribution and service industries, which supply not only local and regional markets, but also serve a much wider area.

Modern science and engineering, coupled with the foresight and energy of the people of this region have created marvels to add to and expand those three basic industries on which this city grew.

Spokane businessmen and civic leaders, with faith in the future of the area, worked long and hard to help bring about the building of the magnificent Grand Coulee Dam on the Columbia River, some 89 miles to the west. This great dam, and others being built, are creating an even greater Inland Empire.

Spokane is a city of homes, friendly homes with gardens of gay colors. A large proportion of the city's homes are single dwellings, and Spokane stands at the forefront of American communities in home ownership.

The city is beautifully planned. There are no slums or tenement districts, and scenic drives, parks, playgrounds, and fine golf courses provide rich values in wholesome recreation.

There is an area of public landscaped outdoors within walking distance of any home, while beautiful Manito Park with its Lilac Gardens, its Rose Hill and widely known Duncan Gardens, is not only a place for the great enjoyment of the city's residents, but is decidedly an attraction for visitors.

Spokane's churches tower above the valley, and its progressive public and parochial schools and fine institutions of higher learning, its museum and libraries, make it an artistic center, rich in culture. In addition to elementary and high schools, Gonzaga University, Holy Names College, and Whitworth College provide wide opportunities for advanced education.

Music festivals, art exhibits, civic chorus and

choral groups, and concert courses offer varied opportunities to satisfy esthetic tastes.

The people of Spokane enjoy the advantage of living in the hear of a striking recreational domain spreading out beyond their own parks and playgrounds.

Very close in, only seven miles distant in fact, is Riverside State Park, a pine-wooded tract along the Spokane River set aside for picnicking and camping, and well and comfortably equipped for both. Outstanding, too, is nearby Mt. Spokane State Park reached by a lovely twenty-five mile drive.

There are few places in the land which can exceed the view from Mt. Spokane, where spread out in a scenic panorama is the city, seventeen beautiful lakes spotted across the valley and among the hills, and on the skyline, the foothills of the Selkirks and the Kaniksu range of the Rockies.

Mt. Spokane is being developed both as a winter and summer playground. It offers the best of skiing slopes, with a 4,400-foot double chair lift and numerous tows, and camping and picnicking opportunities that are being steadily expanded.

Encircling the city, also, is a chain of lakes with 76 crystal links within a fifty mile radius. Some of these lakes are small; others are large indeed, reaching back into secluded bays and inlets among the hills. Some have steep cliff shores with waters coveted by the fisherman, but most have gentle slopes and beaches, where families can vacation and children are safe to frolic.

These waters offer the angler opportunities of many sorts. He can fish the lakes, or try his luck in the streams. The latter are clear and cool and smooth flowing in some instances, but madly dashing "white waters" in others.

In these varied waters live the fighting trout, the bass, the silvers, and the landlocked salmon.

However, outdoor sport is not limited to those who carry the rod and reel. Hunting for pheasant, duck, and grouse, for deer, elk, and sometimes bear is at hand in the forested hills that help make up the Spokane country and the Inland Empire.

Spokane is, as well, the gateway to the National Parks of the Pacific Northwest.

From here, branch out, in a network of superb highways, roads that lead to Yellowstone, Glacier, Waterton Lakes, Banff, Lake Louise, Yoho and to the west, Mt. Ranier and the Olympic National Parks. Any of these can be reached in little more than a day's drive from Spokane.

So it is, that the forest and mountains and the waters of the Inland Empire which drew the first voyagers in this direction, remain today to offer rewards as rich as any harvest of furs.

Spokane stands, the metropolitan center for this land of rich recreational resources, which can supply for the contestants of the 1959 AWTAR, a vation of variety and a trip of pleasure.

THE FINISH

ITINERARY OF EVENTS

TUESDAY, JUNE 30

COCKTAIL PARTY

(Courtesy of John and Ruth Bolton)

WEDNESDAY, JULY 1

COOKOUT AND SWIMMING PARTY

(Courtesy of Frank and Sara Hayden at their summer home on Little Island Pond, Pelham, New Hampshire.)

THURSDAY, JULY 2

COCKTAIL PARTY AND TAKEOFF BANQUET AT THE YANKEE DOODLE.

FRIDAY, JULY 3

LUNCHEON

(Courtesy of the combined service clubs of the city of Lawrence)

3 P.M.—PILOT BRIEFING.

5:30 P.M.—COCKTAIL PARTY AT THE COLONIAL COUNTRY CLUB.

SATURDAY, JULY 4

TAKEOFF BREAKFAST

(Courtesy of the City of Lawrence.)

WE WISH TO THANK

Wallace Airmotive	Washington Water Power Co.
Central Pre-Mix Concrete Co.	H. A. S. Corp.
Calkins Manufacturing Co.	Union Oil Co. of California
Mamer-Schreck Air Trans.	Empire Distributors
C. H. Litzenger	Estate of John P. Mifflin
Will D. Alton	Exchange Lumber Co.
Johnson-Busboom-Rauh	Aviation Clinic Funds in transit
C. S. Graham & Co., Inc.	KZUN Radio Station
Airport Cafe (Geiger)	Crystal Laundry & Dry Cleaners
Avey Brothers, Kettle Falls	First National Bank in Spokane
Betty Seavey, Walla Walla	Standard Oil Co. of California
Ridpath & Davenport Hotels	Northwest Electronics, Inc.
Lamb Flying Service, Inc.	E. D. Jones
Western Yeast Products Corp.	Biehl Lumber Co.
Curtis Construction Co.	L. M. McFarland
G. O. Toms Electric Co.	Hal R. Dixon
H. H. Rawson	Businessmen's Pilots Assn.
Spokane Lithographing Co.	Spokane Concrete Pipe Co.
Spokane New Car Dealers	J. P. Carbon
Intermountain Equipment Co., Inc.	
Lincoln First Federal Savings & Loan Assn.	
Phillip Hoffman and Sons, Spraying	

FINISH RACE COMMITTEE

Chairman	Lydiellen Hagan
Co-Chairman	Minnie Boyd
Inspection & Impound	Marie Reynnells
Co-Chairman of Inspection & Impound	Jean Carbon
Operations	Ardith Sherman
Publicity	Betty Jane Seavey
Accommodations & Social	Joanne Nelson

AIR RACE CONTESTANTS



1

Pilot: (R) Mickey Clark, Florissant, Mo.
Co-Pilot: (L) Golly Miner, Kirkwood, Mo.
Aircraft: Piper Comanche PA-24 180 h.p.
Co-Sponsors: (1) Bank Building & Equipment Corp. of America, St. Louis, Missouri, Designers and Constructors of Banks and Buildings. (2) Malcolm Jacobs, Co., Ballwin, Missouri, Aircraft Dealers.
Mickey will be flying her 6th TAR. She has logged more than 1400 hours flying time and holds a Commercial license, Instructor and Instrument ratings. Mickey and her husband Paul, started flying in 1953 and both took check-rides for their Private license on the same day. She is currently doing charter work and instructing. Mickey is a member of the Ninety-Nines, Inc.
Golly is a Private pilot with more than 300 hours flying time and will be entering her 1st TAR. Her husband Jack, Vice President of the Bank Building and Equipment Corp., is also a pilot and their French poodle "Chi Chi" is a constant passenger. Golly is a member of the Ninety-Nines, Inc.



2

Pilot: (R) Alice H. Hamond, Grosse Pointe Farms, Michigan.
Co-Pilot: (L) Jean H. Pearson, Grosse Point, Michigan.
Aircraft: Cessna 180 225 h.p.
Alice, entering her 6th TAR this year, has logged more than 2500 hours flying time, holds a Commercial license with Single-engine land and sea, and Instrument ratings. During WWII she was an Instrument Instructor, and flew as a military and industrial courier for the Civil Air Patrol. Alice did the Route Survey work for the TAR in 1955 and 1957. She is Past International President of the Ninety-Nines, Inc. Her husband, John S. Hammond, is also a pilot and they have three children.
This will be Jean's 5th TAR. She holds a Private license with more than 500 hours flying time to her credit. Jean is a former WASP of WWII and one of the few women to fly through the sound barrier. She is an Aviation and Science writer for the Detroit Free Press. In 1957 she received the "Headliner" award from Theta Sigma Phi for her Air Defense Command series and Medical writings, and in 1958 the Aviation Writers Association Strebig Award. Jean is married to Morton C. Pearson, an Attorney in Wayne County, Michigan. She is a member of the Ninety-Nines, Inc.



3

Pilot: (R) Theresa Distabile Vasques, La Jolla, Calif.
Co-Pilot: (L) Anna Christensen, Lemon Grove, Calif.
Aircraft: Beechcraft Bonanza D35 205 h.p.
Sponsor: Halleman's Cotton Patch Restaurant, San Diego, Calif.
"Terry" will be entering her 2nd TAR, holds a Private license, and has more than 330 hours flying time to her credit. She and her husband, Al, are employed by Convair, San Diego, as Engineers. "Terry" is an active member of the San Diego Chapter of the Ninety-Nines, Inc.
Anna, also flying her 2nd TAR, holds a Private license with more than 155 hours flying time. She is employed as a Secretary for the Rohr Aircraft Corp., Chula Vista, Calif. Her husband, Chris, also an active pilot, is a certified public accountant in Le Mesa, Calif. Anna is an active member of the San Diego Chapter of the Ninety-Nines, Inc.



4

Pilot: (L) Margaret Ray Ringenberg, Fort Wayne, Indiana.
Co-Pilot: (R) Lois M. Laymon, Fort Wayne, Indiana.
Aircraft: Beechcraft Bonanza K-35 250 h.p.
Co-Sponsors: (1) George H. Bailey Co., Inc., Fort Wayne, Indiana, Beechcraft Dealer. (2) Fourteen civic-minded citizens of Fort Wayne, Indiana, who want to help put Fort Wayne on the map.
Margaret will be flying her 3rd TAR this year. She has logged more than 2200 hours flying time, holds a Commercial license, Multi-engine land and Flight Instructor ratings. Margaret was a WASP during WWII and is now a member of the Ninety-Nines, Inc. She is married to Morris Ringenberg, a Banker in Grabill, Indiana, and they have two children.
Lois is not a pilot, however this will be her 2nd TAR as co-pilot for Margaret. She is married to Harold Leymon, an Engineer for International Harvester, Fort Wayne, Ind.

5

Pilot: (L) Lois May Zdenek, Tarzana, California.
Co-Pilot: (R) Audrey M. Schutte, Canoga Park, California.
Aircraft: Cessna 182 Skylane 230 h.p.

Co-Sponsors: (1) Samella Motors, Inc., Burbank, Calif. Used Car Dealers. (2) Towne and Country Realty, Tarzana, Calif., Realtors. (3) Jondol Construction Co., Studio City, Calif. (4) Loma Calhoun Dress Shop, Encino, Calif., featuring this crews' Flight Togs.

Lois will be flying her 1st TAR this year. She is a private pilot and has logged more than 2320 hours flying time. Lois is married to Albert Zdenek, M.D., Reseda, Calif. and they have two children. She is a member of the Ninety-Nines, Inc.

This will be Audrey's 2nd TAR. She holds a Commercial license and has logged more than 445 hours flying time. Audrey is a member of the Ninety-Nines, Inc. Her husband, Ray Schutte, is a Civil Engineer for the City of Los Angeles, Calif., and they have two children.



6

Pilot: (R) Gladys Muter, Chicago, Illinois.
Co-Pilot (L) Doris Langher, Chicago, Illinois.
Aircraft: Piper Apache PA23 300 h.p. (twin).

Sponsor: Leslie F. Muter, President The Muter Co., 1255 S. Michigan Ave., Chicago, Ill. The Muter Company makes electronic components. They own The Muter Co. and the Jensen Speakers in Chicago, the Rolla Speakers in Cleveland, and The Enders Co. in Iowa.

Gladys will be entering her 7th TAR. She has been flying with her husband, Leslie, since 1918 and in 1952 she became a Private pilot. Gladys now holds a Multi-engine land rating and has logged more than 900 hours flying time. Gladys is a member of the Ninety-Nines, Inc.

Doris will be entering her 8th TAR. She started flying in 1933 and now holds an Airline Transport license with Flight Instructor, Single and Multi-engine land and sea ratings, and has logged more than 7000 hours flying time. Doris is a Flight Simulator Instructor for United Air Lines, giving instruction for Airline Transport licenses and Instrument flying. She also does charter flying. Doris is a member of the Ninety-Nines, Inc., and a member of the Board of Directors of the AWTAR, Inc.



7

Pilot: (R) Marian Schorr Betzler, Columbus, Ohio.
Co-Pilot: (L) Kathleen "Kathy" Wood, Columbus, Ohio.
Aircraft: Beechcraft Bonanza K35 250 h.p.

Co-Sponsors: (1) Columbus Aviation, Inc., Columbus, Ohio, Beach Dealer for Southeastern Ohio and Executive Charter flying. (2) Waltz's Style Shop, Great Eastern & Great Southern Shopping Center, Columbus, Ohio, donating the contestants' costumes.

Marian is entering her 4th TAR this year. She was a WASP during WWII, holds a Commercial license and has logged more than 1475 hours flying time. She is Vice-Chairman of the Ohio Chapter of the Ninety-Nines and Representative to the Ohio Safety Council.

Kathleen, better known as "Kathy," will be entering her 2nd TAR this year. She holds a Private license and has logged more than 100 hours flying time. Her husband, Don, is a pilot and is Co-owner of East Broad Appliance, Columbus, Ohio. "Kathy" is a member of the Ninety-Nines, Inc.



8

Pilot: (R) Darline Sanders, Lemon Grove, Calif.
Co-Pilot: (L) Marian Craver Jepsen, San Diego, Calif.
Aircraft: Cessna 140-A 90 h.p.

Co-Sponsors: (1) Lemon Grove Chamber of Commerce, Best Climate On Earth, Lemon Grove, Calif. (2) Service Novelty Co., San Diego, Calif. Operators of Coin Phonographs. (3) Valley Vending Co., San Diego, Calif., Operators of Coin Phonographs. (4) E. E. Peterson Music Co., San Diego, Calif., Operators of Coin Phonographs. (5) Mr. and Mrs. Norman S. Smith, Los Angeles, Calif., "Business Friends." (6) LaMesa-Lemon Grove Escrow Service, LaMesa and Lemon Grove, Calif., Efficient Escrow Service. (7) Caroline M. Wilson, Sioux City, Iowa, Individual Hair Styling, Organist, Accordionist, and Pianist. Engagements by Appointment.

"Dottie," having placed in the top 10 three times, will be flying her 8th TAR this year. She holds a Private license with more than 800 hours flying time. "Dottie" is an active member of the San Diego Chapter of the Ninety-Nines, Inc., having served two previous years as Chairman of the Chapter.

Marian, a former 3rd and 4th place winner of this race, will be entering her 4th TAR this year. She holds a Commercial license, Instrument rating, a Ground School Instructor rating in Navigation and Civil Air Regulations, and has logged more than 600 hours flying time. She is an active member of the Ninety-Nines, Inc., and is serving her 2nd consecutive year as Chairman of the San Diego Chapter, Inc.





9

Pilot: (R) Barbara Kiernan, Andover, Mass.
Co-Pilot: (L) Ruth Bolten, Andover, Mass.
Aircraft: Piper Apache PA23 300 h.p. (twin).
Sponsor: City of Lawrence, Mass.

Barbara will be entering her 5th TAR this year, having placed 3rd in 1957 TAR. She holds a Commercial license, with Single-engine land and sea, Multi-engine land, Instrument and Helicopter ratings, and has logged more than 1000 hours flying time. Barbara is a member of the Executive Board of the Ninety-Nines, Inc., and the Whirly-Girls. She is married and has four children.

Ruth, a glider pilot, will be entering her 1st TAR. She is married to John Bolten and they have two children. Ruth is President of the Lawrence Soaring Society.



10

Pilot: Florence E. Knight, Valhalla, New York
Aircraft: Cessna 140A 85 h.p.

Sponsor: Helena Rubinstein, Inc., 655 - 5th Ave., New York. Cosmetics Manufacturer, Leading International Cosmetics Firm, Pioneers in the Field of Beauty Science.

Florence will be entering her 2nd TAR. She holds a Commercial license with Single and Multi-engine land and sea, Instrument, and Flight Instructor ratings, and has logged more than 2750 hours flying time. For this year's race, Florence's plane has been christened "Ultra Feminine" in honor of Madame Rubinstein's original estrogenic face cream. Florence was a WASP during WWI and is a member of the New York-New Jersey Section of the Ninety-Nines, Inc.

11

Pilot: (R) Nellie G. Alger, Indianapolis, Indiana.
Co-Pilot: (L) Christina Webb, Indianapolis, Indiana.
Aircraft: Cessna 172 145 h.p.

Sponsor: Alger Pattern Works, Inc., 25 So. Ewing St., Indianapolis, Indiana. Manufacturing of temporary dies and plastic duplicating masters.

Nellie, entering her 2nd TAR, holds a Private license and has logged more than 250 hours flying time. Her husband, Evan E. Alger, is a Pilot and President of Alger Pattern Works, Inc. They have three children and four grandchildren. Nellie is a member of the Ninety-Nines, Inc.

This will be Christina's 2nd TAR. She is a student pilot and has logged many hours of passenger time with her husband, Ray W. Webb, who is a Pilot.



12

Pilot: (R) Thelma R. Bishop, LaJolla, California.
Co-Pilot: (L) Betty Lambert, San Diego, California.
Aircraft: Cessna 182 230 h.p.

Thelma will be flying her 4th TAR this year. She holds a Private license and is presently working on her Instrument rating. Her husband, Harold, is also a pilot and they have two children and two grandchildren. Thelma is a member of the San Diego Chapter of the Ninety-Nines, Inc.

This will be Betty's 8th TAR, having placed 2nd in 1950 and 3rd in 1956. She holds a Commercial license, both Single-engine land and sea, Instrument and Flight Instructor ratings. Betty is currently employed as a flight instructor by El Cajon Flying Service, where she is the chief pilot on Private, Commercial and Instrument courses, including an Air Force ROTC program. She is a licensed Ground School Instructor with all ratings and is a former instructor of Air Navigation, at the University of Michigan. Betty is the author of several books on Navigation, Meteorology and the problems for Pilot Certificates. She is a member of the Ninety-Nines, Inc. Her husband, Art, is also a pilot and they have three boys.



13

Pilot: (R) Virginia Graham, Siera Madre, California.
Co-Pilot: (L) Virginia Lee Hall, LaCanada, California.
Aircraft: Piper Apache PA23 300 h.p. (twin).

This will be Virginia's 1st TAR. She holds a Private license with a Multi-engine land rating and has logged more than 300 hours flying time. Her husband, Russell, is also a pilot and they have three children. Virginia is a member of the Ninety-Nines, Inc.

Virginia Lee, a Private pilot, will also be flying her 1st TAR. She has logged more than 225 hours flying time and is a member of the Ninety-Nines, Inc. Her husband, John, is a pilot and they have one child.



14

Pilot: (L) Iris C. Critchell, Palos Verdes Estates, Calif.
Co-Pilot: (R) Barbara W. Thisted, Blanchard, Idaho.
Aircraft: Cessna 172 145 h.p.

Co-Sponsors: (1) Walla Walla Aircraft Co., Cessna Dealers, Walla Walla, Wash. (2) The Davenport Hotel, Spokane, Washington, member of the Western Hotels Chain.

Iris, having placed 2nd twice and 1st once, will be entering her 9th TAR. She holds a Commercial license with Single and Multi-engine land, Flight Instructor, Instrument, and seven Ground School Instructor ratings. Iris has logged more than 4400 hours flying time and at present is doing "free lance" flight instructing and teaching ground school. She was a WASP during WWII and head of the Ground School and Instrument Flight Training at USC College of Aeronautics at Santa Maria from 1946 to 1948. Iris is also a former Olympic Swimming champion and held several national records. She is a member of the Board of Directors of the AWTAR, Inc., and a member of the Long Beach Chapter of the Ninety-Nines, Inc. Her husband, Howard, is a Western Air Lines Captain and they have two children.

Barbara will be entering her 1st TAR this year. She holds a Private license and has logged more than 250 hours flying time. Barbara and her husband, Dale, were co-operators of the Del Mar airport near San Diego, Calif., for several years. She is a member of the Ninety-Nines, Inc. and has served on the TAR Start Race Committee.



15

Pilot: (R) Ruth M. Reinhold, Phoenix, Arizona.
Co-Pilot: (L) Patricia Runyan, Phoenix, Arizona.
Aircraft: Cessna 182A 230 h.p.

Sponsor: Runyan Land Corporation, Phoenix, Arizona. Real Estate Broker.

Ruth will be entering her 2nd TAR this year. She holds a Commercial license with Multi-engine land Instructor and Instrument ratings. Ruth is a former pilot for the Milky Way Ranch, and Arizona Fertilizer, Inc. She has been flying since 1933 and has logged more than 8500 hours flying time. Ruth has worked for fixed base flying operators since 1934, has held part ownership in three operations and is presently employed by Mercury Flying Service, Inc., Phoenix, Arizona. Her husband, Robert, is a licensed A&E and a former pilot. Ruth is a member of the Sahuaro Chapter of the Ninety-Nines, Inc.

This will be Patricia's 2nd TAR. She is a student pilot with more than 85 hours flying time. Her husband, William B. Runyan, Jr., is a licensed pilot and the sponsor of this crew. They have two children, Sue and Gay.



16

Pilot: (R) Kay Menges Brick, Norwood, New Jersey.
Co-Pilot: (L) Marion Lopez, Jackson Heights, New York.
Aircraft: Piper Comanche PA24 250 h.p.

Sponsor: Grocery Products Division of Armour & Co., Chicago, featuring "DIAL" soap.

Kay will be entering her 5th TAR this year. She holds a Commercial license, Single and Multi-engine land, and Flight Instructor ratings with more than 3500 hours flying time. She was a WASP during WWII, flying low-target missions, photographic and radio-control work. She has flown 39 different types of planes as first pilot in 38 states, Canada and Cuba, and is at present a free-lance aviation writer. Kay is Secretary of the National Pilots Association and a Past-President of the Ninety-Nines, Inc.

Marion will be entering her 2nd TAR this year. She holds a Private license and has logged more than 150 hours flying time. Marion is a Free Lance Artist and has designed the Official Air Race Program covers for the past four years. She is Vice-Governor of the NY-NJ Section of the Ninety-Nines. "DIAL — HOT WEATHER SPECIAL" will be the name of the Comanche 250 made available to this crew by Safair Flying Service, Teterboro, New Jersey.





17
 Pilot: (L) Juanita W. Newell, Phoenix, Arizona.
 Co-Pilot: (R) Jimmie Lou Shelton, Phoenix, Arizona.
 Aircraft: Piper Comanche PA24 180 h.p.
 Sponsors: Business Men of Phoenix, Arizona.

Juanita will be flying her 1st TAR. She holds a Commercial license with Instrument and Flight Instructor ratings, and has logged more than 7500 hours flying time. Juanita has been flying since 1936 and has done flight instructing, charter, ambulance, and company pilot flying. Her husband, Elgin, is also a pilot and is presently employed by Sky Harbor Air Service, Phoenix, Arizona. Juanita is a member of the Ninety-Nines, Inc.

Jimmie will also be flying her 1st TAR. She holds a Private license and has logged more than 160 hours flying time. She is currently employed by Anderson Aviation Co., Inc., Phoenix, Ariz., as their Secretary-Treasurer and Office Manager. She is married to Frank J. Shelton who is also a pilot and they have two children. Jimmie is a member of the Ninety-Nines, Inc.



18
 Pilot: (L) Alice Roberts, Phoenix, Arizona.
 Co-Pilot: (R) Sylvia Roth, Glencoe, Illinois.
 Aircraft: Beechcraft Bonanza C-35 205 h.p.

Alice, entering her 7th TAR and the winner of the 1957 TAR, holds a Private license and has logged more than 700 hours flying time. Her husband, Charles, is the owner of Roberts Air Conditioning Co. in Phoenix, Arizona, and is also a pilot. Alice is an active member of the Ninety-Nines, Inc.

Sylvia will be entering her 7th TAR this year. She has logged more than 5500 hours flying time and holds an Airline Transport license with Multi-engine land, Single-engine sea, Instrument and Flight Instructor, and all Ground Instructor ratings. Sylvia is an active member of the Ninety-Nines, Inc. and is serving her 1st year as a member of the Board of Directors of the AWTAR. She is currently employed as Executive Pilot for Encyclopedia Britannica Films, Inc., flying their Cessna 310B.



19
 Pilot: (L) Elsie Forbes Childs, Helena, Montana.
 Co-Pilot: (R) Helen Robinson Dunlop, Helena, Montana.
 Aircraft: Beechcraft Bonanza C-35 205 h.p.

Co-Sponsors: (1) Western Clay Manufacturing Co., West of Helena, Montana, specializing in Quality Structural Clay Products. (2) Morrison Flying Service, Inc., Helena, Montana, a Fixed Base Operator specializing in Air Taxi, Charter, Aerial Spraying, Flight Instruction and Aircraft Maintenance. (3) Sandy McPherson, Helena, Montana, Distributor of Texaco Products, "Fly the Best, Fly Texaco." (4) Carbis-Christian Insurance Co., 314 Fuller Ave., Helena, Montana, Top Aircraft Insurers.

This will be Elsie's 1st TAR. She holds a Commercial license with a Flight Instructor rating and has logged more than 933 hours flying time. Elsie does a variety of light plane flying in the Rocky Mountain area including Search and Rescue and Ground Observer Missions as a Civil Air Patrol pilot. Her husband, Glen T. Childs, is also a pilot and is presently employed by the Federal Aviation Agency, Helena, Montana, as Airway Operation Specialist. Elsie is a member of the Ninety-Nines, Inc.

Helen is a student pilot with more than a 100 hours flying time and will be flying her 1st TAR. She is an Observer in the Ground Observer Corp. Missions. Helen's husband, Wm. E. Dunlop, is also a pilot and is employed as Flight Instructor for Helena Public Schools, Department of Aeronautics & Related Trades, Helena, Montana.



20
 Pilot: (R) Frances S. Bera, Long Beach, Calif.
 Co-Pilot: (L) Edna Bower, Lakewood, Calif.
 Aircraft: Beechcraft Bonanza A35 205 h.p.

Co-Sponsors: (1) Jack Adams Aircraft Sales, Inc., Twinkletown Airport, Memphis, Tenn., Beechcraft Distributor and Used Aircraft Sales—Buy, Sell, or Trade anything. (2) Cabana Nutria Breeders Association, Arcadia, Calif., composed of 2700 fur farmers throughout the United States and Canada. They raise a fur called Nutria and with the trade-name, Cabana Marrone Nutria. This fur is next to Mink in cost and is recognized throughout the world as the finest short-haired fur on the market.

Edna, "Fran's" sister, has flown with Fran on three previous TAR's and is now a student pilot with more than 7 hours flying time. She was co-pilot for her sister in the winning aircraft in the 1955 and '56 TAR. Edna is married and has one son.

21

Pilot: (L) June R. Douglas, Fall River, Mass.
Co-Pilot: (R) Jean Brackington, Nashua, New Hampshire
Aircraft: Cessna 172 145 h.p.

This will be June's 2nd TAR. She holds a Commercial license with single-engine land and sea, and all Ground School Instructor ratings, and has logged more than 550 hours flying time. She is a member of the Ninety-Nines, Inc.

Jean will be flying her first TAR this year. She is a Student Pilot and has logged more than 50 hours flying time.



22

Pilot: (R) Beatrice C. Siemon, Wayne, Illinois.
Co-Pilot: (L) Eva White, Naperville, Illinois.
Aircraft: Cessna 195 300 h.p.

Sponsor: Siemon Manufacturing Company, Box 275, Wayne, Illinois. Manufacturer of Precision Electric Motors.

Beatrice will be flying her 3rd TAR this year. She holds a Commercial license, Instrument rating and has logged more than 1100 hours flying time. Beatrice is married and has three children. Her husband, L. E. Siemon, is also a pilot and owner of Seimon Manufacturing Company. Beatrice is an active member of the Ninety-Nines, Inc.

Eva is entering her 2nd TAR. She has logged more than 400 hours flying time and holds a Private license. Eva's husband, Harold E. White, is Editor of the Naperville Sun Newspaper, of which she is Associate Editor. Eva is Publicity Chairman of the North Central Section of the Ninety-Nines, Inc.



23

Pilot: (R) Carol J. Baney, Minot, North Dakota.
Co-Pilot: (L) Anne Ross Anderson, Minot, North Dakota.
Aircraft: Mooney Mark 20A 180 h.p.

Co-Sponsors: (1) Minot Chamber of Commerce, Minot, North Dakota. (2) Alfred C. Pietsch, Minot, North Dakota, Mooney Distributor, Champion Dealer, Aircraft Sales and Service, Charter, Instruction, and Radio Shop.

Carol holds a Private license, has logged more than 250 hours flying time, and is entering her 1st TAR. She is presently employed by the Federal Aviation Agency, Air Traffic Communication Station in Minot. Her husband, Robert, also a pilot, is a Cashier for the Great Northern Freight Company. Mrs. Baney, mother of two children, ages 9 and 4, is also an active member of the Ninety-Nines, Inc.

Anne, mother of three girls, also flying her 1st TAR, holds a Commercial license with Single and Multi-engine land and Flight Instructor ratings. She has more than 2500 flying hours to her credit, many of which were gained when she was a WASP during WWII serving with the Air Transport Command. She is presently employed as State Manager for the Easterling Company in Minot while her husband, Herman, is a salesman for the Anderson Beverage Co. of Minot. Anne is a member of the Ninety-Nines, Inc.



24

Pilot: (R) Margo Callaway, Wilmington, Ohio.
Co-Pilot: (L) Sandra Callaway, Wilmington, Ohio.
Aircraft: Cessna 140 90 h.p.

Sponsor: "The Decker Corp.", 1361 Frankford Ave., Philadelphia, Pa. Designers and Developers of Instrumentation for the Military, Science and Industry.

Sisters, Margo and Sandra, the youngest team ever to enter the TAR, and entering for their first time, will be flying the Callaway's own Cessna 140. Margo, 17, pilot of this crew, has a Private license and more than 200 hours flying time logged. She is graduating from high school this June and will attend the University of Rochester in the fall on a 4-year scholarship as a Pre-med student. Margo is a member of the Ninety-Nines, Inc.

Sandra, 19, a freshman at the University of Rochester, also on a four-year scholarship, will be the co-pilot for Margo. She holds a Private license and has logged nearly 300 hours flying time, and is a member of the Ninety-Nines, Inc. The Callaway girls are out to beat their mother, entry #30. Both entries are flying the same type aircraft and the girls are going to try hard to prove that youth can compete successfully with experience.





25

Pilot: (R) Betty D. Haynes, Arbuckle, California.
Co-Pilot: (L) Nelsyne Jones, Arbuckle, California.
Aircraft: Piper Comanche PA24 180 h.p.
Sponsor: Tri-Co Almonds, Inc., Almond Buying and Processing, Chico, California.

Betty will be entering her 2nd TAR this year. She holds a Private license with more than 250 hours flying time. She is married to Joe Haynes, also a pilot and they have four children. Betty is Vice-Chairman of the Sacramento Valley Chapter of the Ninety-Nines, Inc.

Nelsyne will be entering her 2nd TAR this year. She holds a Private license with more than 650 hours flying time. Her husband, William Jones, is also a pilot and Deputy Sheriff of Colusa County. Nelsyne is a member of the Ninety-Nines, Inc.



26

Pilot: (L) Bernice T. Steadman, Flint, Michigan.
Co-Pilot: (R) Janey B. Hart, Lansing, Michigan.
Aircraft: Beechcraft A-35 205 h.p.
8Sponsor: Trimble Aviation, Bishop Aairport, Flint, Michigan. Aircraft Sales, Service, and Flight Training.

Entering her 4th TAR, Bernice, a veteran of 15 years and 7000 hours flying time, holds an Airline Transport license, Flight Instructor, Single and Multi-engine land, and Instrument ratings. Bernice is a member of the Board of Directors of the AWTAR and an active member of the Ninety-Nines, Inc. She is the owner and operator of the Trimble Aviation. Her husband, Robert, is an attorney in Flint.

Flying her 3rd TAR, Janey, a veteran of 15 years flying experience, is one of the few women holding a Helicopter rating. She has logged more than 780 hours flying time and holds a Private license. Janey is the mother of eight future pilots, ranging in ages from 12 years to 2 years. Her husband, Philip A. Hart, former Michigan State Vice-Governor, is now U.S. Senator from Michigan.



27

Pilot: (L) Barbara Jenison, Paris, Illinois.
Co-Pilot: (R) Nancy Cooper Moore, Tarrytown, New York.
Aircraft: Mooney Mark 20A 180 h.p.

Barbara will be flying her 4th TAR. She holds a Private license and has logged more than 900 hours flying time. Her husband, Edward Jenison, is the publisher of the Paris Beacon News, Paris, Illinois. Barbara is an active member of the Ninety-Nines, Inc.

Nancy, also flying her 4th TAR this year, holds a Private license and has more than 700 flying hours to her credit. She, too, is an active member of the Ninety-Nines, Inc., and also the mother of two children, Christopher 11, and Charles, 1½. Her husband F. Lee Moore, a former Navy Pilot, is now employed at the Kidder Peabody Co., Investment Banking Company in New York City.



28

Pilot: (L) Aileen Saunders, El Cajon, California.
Co-Pilot: (R) Jere Cassell, San Diego, California.
Aircraft: Cessna 172 145 h.p.

Sponsor: Carl G. Hokanson Co., Inc., 2140 Pontius Ave., Los Angeles, Calif. This Company specializes in manufacturing air conditioning equipment for Missile, Space Craft and Jet Aircraft and has made more types of Specialized Air Conditioning Support Equipment than any other manufacturer.

Aileen will be flying her 3rd TAR this year. She holds a Private license and has logged more than 900 hours flying time. She is currently employed by Southern Cal Airmotive, Inc., Santee, Calif., of which her husband is President. Aileen is Vice-Chairman of the San Diego Chapter of the Ninety-Nines, Inc.

This will be Jere's 1st TAR. She is a Student pilot and has logged more than 35 hours flying time. Jere is a student at San Diego State College, is married and has two children.

29

Pilot: Mary Jo Janey, Glendive, Montana.

Aircraft: Mooney Mark 20 150 h.p.

Co-Sponsors: (1) Glendive Chamber of Commerce, Glendive, Montana. (2) Glendive Hangar, Montana Pilot's Association, Glendive, Montana. (3) Friends.

Mary will be entering her 2nd TAR this year. She holds a Commercial license with more than 250 hours flying time. Mary is an English Teacher in Dawson County High School where her husband, Jay, is a teacher of commercial subjects, and they have one son. She is a member of the Ninety-Nines, Inc.



30

Pilot: Margaret Callaway, Wilmington, Ohio.

Aircraft: Cessna 140 85 h.p.

Co-Sponsors: (1) Van Der Horst Corp. of America, Terrell, Texas, Porus-Krome (chrome plating) for aircraft cylinders. (2) Kuno Van der Horst, Terrell, Texas.

Margaret is entering her 8th TAR. She holds a Commercial license, Flight Instructor, and Single-engine sea ratings, and has logged more than 3800 hours flying time. Margaret is Sales Representative for the Van Der Horst Corp. of America. Her husband, Lt. Col. R. D. Callaway, an Air Force Senior Pilot with 4000 flying hours, and their two daughters, also contestants in this year's TAR, make the Callaways a complete flying family. Margaret is a member of the Ninety-Nines, Inc.



31

Pilot: (R) Carolyn Huntington, San Diego, California.

Co-Pilot: (L) Frances H. Goodwin, San Diego, California.

Aircraft: Beechcraft Bonanza A35 205 h.p.

Co-Sponsors: (1) Air-Craft Sales, Aircraft Sales and Financing and Nation-wide Aircraft Financing, Torrance, Calif. (2) Champion Homes, Residential Construction, National City, Calif.

Carolyn, better known as "Mac" will be flying her 3rd TAR this year. She holds an Airline Transport license, Multi-engine Land, Single-engine Sea, Flight Instructor, Instrument and All-Ground Instructor ratings, and has logged more than 5500 hours flying time. She is currently employed as a Ferry Pilot for Air-Credit Sales and was a Navy Link Instructor during WWII. "Mac" is also a Flight Instructor for El Cajon Flying Service, Santee, Calif. She is an active member of the San Diego Chapter of the Ninety-Nines, Inc.

This will be Frances's 1st TAR. She is a Student pilot and has logged more than 15 hours flying time. She is employed by Stromber-Carlson, San Diego, Calif. Her husband, Garland Goodwin, is an Aeronautical engineer for Convair, San Diego, Calif.



32

Pilot: (R) Beatrice Edgerly Macpherson, Tucson, Arizona.

Co-Pilot: (L) Sandra Killion, Santa Barbara, California.

Aircraft: Piper Tri-Pacer PA22 160 h.p.

Beatrice is flying her 7th TAR this year. She holds a Private license and has logged more than 530 hours flying time. A member of the Ninety-Nines, Inc., she is also a nationally known artist and illustrator. Her husband, J. Harvard Macpherson, is also an artist.

This will be Sandra's 4th TAR. She holds a Private license and has logged more than 400 hours flying time. She is married to Kenneth Killion, a Union Oil Dealer and they have two children. Sandra is a member of the Ninety-Nines, Inc.





33

Pilot: (R) Sammy McKay, Grand Blanc, Michigan.

Co-Pilot: (L) Lois Cassidy, Chicago, Illinois.

Aircraft: Cessna 172 145 h.p.

Co-Sponsors: (1) Superior Pontiac Cadillac, Flint, Michigan, Auto Dealers. (2) Flint Aeronautical Corp., Bishop Airport, Flint, Michigan, Aircraft Charter, Rental, and Sales. (3) "Wardrobes" by Glen of Michigan, Sportswear Manufacturer, Manistee, Michigan.

Sammy will be flying her 2nd TAR this year. She holds a Private license with more than 200 hours flying time. Sammy is an active member of the Ninety-Nines, Inc., is married to George McKay, Vice President of Superior Pontiac-Cadillac in Flint, Mich., and they have one son.

Lois, flying her 4th TAR this year, holds a Private license with a Multi-engine land rating, and has logged more than 600 hours flying time. She was the pilot in 1956 TAR, of the first twin engine aircraft to be flown in this race. Lois is Director of the George Cassidy Sons Co., and the mother of three children. She is an active member of the Ninety-Nines, Inc.



34

Pilot: (R) Martha Mullen, San Diego, California.

Co-Pilot: (L) Joanne Bree Kloepfer, San Diego, California.

Aircraft: Piper Comanche PA24 250 h.p.

Sponsor: Mr. Raymond Fageol, San Diego, California.

This will be Martha's 2nd TAR this year. She holds a Private license and has logged more than 145 hours flying time. Her husband, John, also a pilot, is owner of Audio Recorders, San Diego, Calif. Martha is an active member of the Ninety-Nines, Inc.

Joanne will be entering her 1st TAR. She is a Private pilot with more than 75 hours flying time. Joanne is currently employed by Ryan Aeronautical Co., San Diego, Calif., as Associate Engineer, Systems Analysis. Her husband, Kenneth, a pilot, is also employed by Ryan Aeronautical Co. as an Industrial Engineer.



35

Pilot: (L) Leah A. Higgins, Detroit, Michigan.

Co-Pilot: (R) Margaret A. Crane, Fenton, Michigan.

Aircraft: Cessna 175 175 h.p.

Sponsor: "A Friend."

Leah will be entering her 1st TAR. She holds a Commercial license and has logged more than 510 hours flying time. Leah is currently teaching totally deaf children in Detroit, Mich. She is an active member of the Ninety-Nines, Inc., having held both chapter and sectional offices.

This will be Margaret's 2nd TAR. She holds a Commercial license with an Instructor rating and has logged more than 2000 hours flying time. Margaret is an active member of the Ninety-Nines, Inc.



36

Pilot: (R) Gini Richardson, Yakima, Washington.

Co-Pilot: (L) Delores Taylor, Seattle, Washington.

Aircraft: Bellanca Cruisemaster 260 230 h.p.

Co-Sponsors: (1) Santial McCulloch, Medford, Mass. (2) John Holding of McCulloch Equipment Co., Spokane, Washington. (3) McCulloch Motors, Inc., Los Angeles, Calif.

Gini will be flying her 8th TAR this year, having placed 4th in 1953. She has an Airline Transport license, Instrument, Flight and Link Instructor, Multi-engine land and sea, and all Ground Instructor ratings. Gini has logged more than 11,000 hours flying time and presently owns and operates a flying school, dusting and spraying business, and Bellanca Sales Distributorship with her husband, Ralph. She is an active member of the Ninety-Nines, Inc.

This will be Delores's 1st TAR. She is a Private pilot and has logged more than 100 hours flying time.

37

Pilot: (R) Carol Veris, Sausalito, Calif.

Co-Pilot: (L) Jeanne McElhatton, San Francisco, California.

Aircraft: Cessna 175 175 h.p.

Sponsor: Coro, Inc., dealers of Women's Costume Jewelry, New York, New York.

Carol will be entering her 2nd TAR this year, having been co-pilot of the 5th place aircraft in 1956. She holds a Commercial license and has logged more than 400 hours flying time. Carol is married and is currently employed as Executive Secretary for the Joseph Magnin Co., San Francisco, Calif. She is an active member of the Ninety-Nines, Inc.

Jeanne will be flying her 1st TAR this year. She holds a Private license and has logged more than 150 hours flying time. Her husband, Dave, also a pilot, is a CBS Radio Announcer and they have two boys. Jeanne is Secretary of the Santa Clara Valley Chapter of the Ninety-Nines, Inc.



38

Pilot: (L) Vivienne D. Schrank, Jordan, Montana.

Co-Pilot: (R) Dorothy June Lee, Rapid City, South Dakota.

Aircraft: Cessna 140 90 h.p.

Co-Sponsors: (1) Miles City, Montana, Chamber of Commerce, "Cow Capital of the World." (2) Jordan, Montana, Commercial Club, "Gateway to Hell Creek Park".

Vivienne, with more than 1200 hours flying time, holds a Commercial license with Flight Instructor and Single-engine sea ratings, and will be entering her 4th TAR. She is very active in Montana aviation, flying commercially as a contract pilot for Soil Conservation and Taylor Grazing Co. She operates a Unicom radio station in her home and has been able to help lost pilots get back to safety via the use of Unicom. Vivienne, grandmother of two, is presently employed as a Flight Instructor and is an active member of the Ninety-Nines, Inc.

Dorothy, with more than 300 hours flying time, has a Private license with all Ground School Instructor ratings, will be entering her 1st TAR. She has been employed by the Federal Aviation Agency as an Air Traffic Control Communications Station Operator and at present is stationed in Kansas City, Missouri. She is a member of the Ninety-Nines, Inc.



39

Pilot: (L) Isabel Blodgett, Cambridge, Mass.

Co-Pilot: (R) Marie C. Seaver, Needham Heights, Mass.

Aircraft: Cessna 172 145 h.p.

This will be Isabel's 1st TAR. She holds a Private license with an Instrument rating and has logged more than 500 hours flying time. Isabel is a member of the Ninety-Nines, Inc.

Marie, better known as "Chris," will be flying her 2nd TAR this year. She holds a Private license and has logged more than 100 hours flying time. Marie is married to William Seaver and they have five grown children. She is an active member of the Ninety-Nines, Inc.



40

Pilot: (L) Cleo D. Morrison, Long Beach, California.

Co-Pilot: (R) Myra D. Greer, Long Beach, California.

Aircraft: Cessna 140A 90 h.p.

Co-Sponsors: (1) Don Greer Used Cars, Long Beach, Calif. (2) Walling Speedometers, Long Beach, Calif. (3) R. H. Morrison Trucking, Signal Hill, Calif. (4) The Clouds Restaurant, Long Beach Municipal Airport, Long Beach, Calif.

Cleo will be entering her 4th TAR this year. She holds a Private license with a Multi-engine land rating, and has logged more than 750 hours flying time. Cleo is married to Robert H. Morrison, owner of the Morrison-Vacuum Truck Service, Long Beach, Calif., and the mother of three children.

Myra will be flying her 1st TAR. She holds a Private license and has logged more than 130 hours flying time. Myra is married and has two daughters. She is also an active member of the Ninety-Nines, Inc.





41

Pilot: (L) Alice Phantz, Des Moines, Iowa.
Co-Pilot: (R) Marilyn Williams, Rochester, Minnesota.
Aircraft: Piper Tri-Pacer PA-24 250 h.p.

Sponsor: Super Valu Stores of Minneapolis, Rochester, Fargo, Bismarck, and Des Moines, Iowa.

Alice will be flying her 2nd TAR this year. She holds a Commercial license with more than 950 hours flying time. Alice is a member of the Ninety-Nines, Inc.

Marilyn will be flying her 1st TAR this year. She holds a Private license with more than 200 hours flying time. Marilyn is a member of the Ninety-Nines, Inc.

42

Pilot: (R) Helen Greinke, Bloomington, Illinois.
Co-Pilot: (L) Adele Binsfield, Detroit, Michigan.
Aircraft: Cessna 172 145 h.p.

Sponsor: Hangar Flying, Bloomington, Illinois. Publishers of Aviation Textbooks for Student and Private Pilots.

Helen, a veteran pilot of 20 years, will be flying her 9th TAR. She holds a Commercial license with a Flight Instructor rating and has logged more than 2000 hours flying time. Helen is self-employed as a Ground School Instructor and has written several books on Ground School subjects and CAA procedures. She is an active member of the Ninety-Nines, Inc.

Adele will be entering her 1st TAR. She holds a Private license with more than 180 hours flying time. She is employed as a Secretary for the U.S. Navy Recruiting Station, Detroit, Michigan, and is Secretary of the Michigan Chapter of the Ninety-Nines, Inc.



43

Pilot: (L) Hetty Fay Raye, Goodyear, Arizona.
Co-Pilot: (R) Ruth Jacquot, Phoenix, Arizona.
Aircraft: Piper Comanche PA24 250 h.p.

Sponsor: Anderson Aviation Co., Inc., Piper Aircraft Distributor, P.O. Box 5175, Phoenix, Arizona.

Hetty will be flying her 1st TAR this year. She holds a Private license and has logged more than 200 hours flying time. She is employed by Relax-A-Cizor, Inc., as a Figure Consultant. Hetty is married and her husband is also a pilot. She is an active member of the Ninety-Nines, Inc.

This will be Ruth's 2nd TAR. She holds a Private license and has logged more than 375 hours flying time. She is a former Aircraft and Instrument Mechanic, and Crew Chief on the Flight line for the U.S. Navy. Ruth is married and has two children. She is an active member of the Ninety-Nines, Inc.



44

Pilot: (L) Jean L. Hrubec, Cleveland, Ohio.
Co-Pilot: (R) Helen R. Wiedwald, Cleveland, Ohio.
Aircraft: Piper Tri-Pacer PA-22 135 h.p.

Co-Sponsors: (1) Grimes Manufacturing Co., Urbana, Ohio. Aircraft Instruments—Better known for its Rotating Beacons on Aircraft. (2) Aero Products, Inc., St. Charles, Illinois. Navigational Aids—Air-Mile Tapes, Omni Station Card Service, etc. (3) Balas-Collet Manufacturing Co., Cleveland, Ohio. Manufactures Collets for lathes. (4) Bobbie Brooks Clothes for Women, Cleveland, Ohio, who are providing flight togs for this crew.

Jean is entering her 2nd TAR. She holds a Private license and has logged more than 680 hours flying time. Jean is a graduate of Stephens College and is currently employed as Production Manager for the Balas-Collet Manufacturing Co. She is at present Governor of the North Central Section of the Ninety-Nines, Inc.

This will be Helen's 1st TAR. She holds a Private license with more than 425 hours flying time. She is a graduate of Richland Aviation School and has been flying for four years. Helen is employed as Executive Secretary and Office Manager for Cleveland Hermatic & Supply Co. of Cleveland where her husband is President. She is an active member of the Ninety-Nines, Inc.



45

Pilot: (L) Louise M. Smith, High Point, North Carolina.
Co-Pilot: (R) Barbara J. Evans, Manhasset, New York.
Aircraft: Beechcraft Bonanza F35 205 h.p.

Louise will be flying her 5th TAR this year in her own family plane. She has logged more than 1700 hours flying time and holds a Commercial license. Louise is an active member of the Ninety-Nines, Inc., Carolinas Chapter, and a past member of the Board of Directors of the AWTAR, Inc. She is married and has two children.

Barbara, a Private pilot, will be entering her 2nd TAR. She was the AWTAR Terminus Chairman in 1955 and has helped in some capacity with the start or the terminus of the TAR each year since 1952, with the exception of 1954 and '56. Barbara is Past International Treasurer and an active member of the Ninety-Nines, Inc.



46

Pilot: Louise Jane Hyde, New York, New York.
Aircraft: Beechcraft D-35 185 h.p.

Louise will be flying her 2nd TAR. She has more than 1200 hours flying time, holds a Commercial license with Single and Multi-engine land ratings. Louise was a WASP during WWII and is presently an active member of the Ninety-Nines, Inc. Her husband, Gordon E. Hyde, is Vice-President of D'Arcy Advertising Company of New York City.



47

Pilot: (R) Virginia Mae Caspersen, Minneapolis, Minnesota.
Co-Pilot: (L) Avis L. Larson, Minneapolis, Minnesota.
Aircraft: Cessna 175 175 h.p.

Virginia, flying her 1st TAR, holds a Private license with more than 300 hours flying time and is working toward her Commercial license. She is at present employed as Flight Dispatcher for Nelson-Ryan Flight Service, Flying Cloud Field, Hopkins, Minn. Her husband, Norman, also an active pilot, is with the Caspersen and Son, Inc. Cement and Masonry Contracting Co. in Minnesota. Virginia is an active member of the Ninety-Nines, Inc.

Avis will be entering her 1st TAR. She holds a Private license with Single-engine land and sea ratings and has logged more than 800 hours flying time. Avis was a Nurse with the U.S. Army during WWII and is presently employed as a Nurse in the offices of two Pediatricians in Minneapolis. She is an active member of the Ninety-Nines, Inc.



48

Pilot: (L) Elly Beinhorn, Freiburg, Germany.
Co-Pilot: (R) Claire Walters, Los Angeles, California.
Aircraft: Piper Comanche 250 h.p.

Sponsor: The Jonas Aircraft and Arms Co., Inc. of New York, Export Distributors for Piper Aircraft.

Elly, flying her 1st TAR and Germany's first entrant in this event, holds a Private German Class A-1 and Class B-1 license and has logged more than 4000 hours flying time. Elly has made one solo flight around the world and is the winner of the Hindenburg and the Deutschlandflug trophies. From 1951 until 1952 she flew solo flights as "Flying Reporter" in a Piper Cub to North Africa, Finland, Holland, Sweden, Southern France, Italy, etc. Elly was decorated with the golden needle of the German Aero Club, of which she is a member, in July 1953. She is the author of many books one of which was published in 1932 by Henry Noll, New York, under the title "Flying Girl."

Claire will be flying her 5th TAR, having been the winner in 1951. She holds a Commercial license with Flight Instructor and Multi-engine land rating, and has logged more than 11,000 hours flying time. Claire is currently instructing for the Santa Monica Flyers, Santa Monica, Calif. She is married and has two children. Claire is an active member of the Ninety-Nines, Inc.





49

Pilot: (L) Mary E. Clark, Jackson, Michigan.
Co-Pilot: (R) Jean Reynolds, Jackson, Michigan.
Aircraft: Piper Tri-Pacer PA22 150 h.p.

Co-Sponsors: (1) John Crowley Boiler Works, Inc., 703 Adrian Ave., Jackson, Mich. Industrial Steel Fabrications & Production Weldments. (2) Fab-Alloy Co., 703 Adrian Ave., Jackson, Michigan. Stainless Fabricating of Heat & Corrosion Resisting Alloys.

Mary is flying her 2nd TAR this year. She holds a Private license with more than 400 hours flying time. Mary is currently employed by the John Crowley Boiler Works, Inc. She is Secretary of the North Central Section of the Ninety-Nines, Inc.

Jean, flying her 1st TAR, holds a Commercial license with a Flight Instructor rating, and has logged more than 540 hours flying time. Jean is Vice Chairman of the Michigan Chapter of the Ninety-Nines, Inc. She is married to Edward Reynolds, also a pilot, and they have two two sons.



50

Pilot: (R) Josephine M. Richardson, Decatur, Indiana.
Co-Pilot: (L) Helen Marie Hine, Gary, Indiana.
Aircraft: Piper Tri-Pacer PA-22 135 h.p.

Sponsor: Decatur Hi-way Airport, Decatur, Indiana. Airport Operation and Massage Therapy.

Josephine, a veteran pilot of 19 years and an Airport Operator for 21 years, will be flying her 1st TAR. She holds a Commercial license and has logged more than 1000 hours flying time. Josephine is a self-employed Airport Manager and Masseuse as is her husband, A. W. Richardson. She is a member and Past Women's Director of the Indiana Flying Farmers.

Helen, a veteran of 23 years of flying, entering her 1st TAR, holds a Commercial license, Flight Instructor and Instrument ratings, and has logged more than 2000 hours flying time. She is also a licensed Glider pilot and during WWII was a Glider and WASP Instructor for the Army, and a former U.S. Women's Glider Champion. Helen is currently employed as the School Nurse for the Gary Schools, Gary, Indiana.



51

Pilot: (L) Lois Wilson, Dearborn, Michigan.
Co-Pilot: (R) Helen Witherill, Detroit, Michigan.
Aircraft: Piper Tri-Pacer PA22 135 h.p.

Sponsor: Strong Engineering Co., Dearborn, Michigan, "Strong for Service." Manufacturing agents for paint finishing equipment, etecho-static and airless paint spraying, bake ovens and spray booths.

Lois will be flying in her 2nd TAR this year. She holds a Commercial license with more than 604 hours flying time. She is married, has 2 children, and is also an active member of the Ninety-Nines, Inc.

Helen will be flying her 3rd TAR this year. She has a Private license with more than 650 hours flying time. Helen is at present employed by Henning and Cheadle as a production manager. She is an active member of the Ninety-Nines, Inc.



52

Pilot: (R) Katherine S. Palmer, North Bergen, New Jersey.
Co-Pilot: (L) Adriana Fyn, Amsterdam, Holland.
Aircraft: Piper Tri-Pacer PA-22 160 h.p.

Sponsor: Red Bank Airport, Red Bank, New Jersey, "The finest Flying School on the Atlantic Coast."

Katherine, flying her 1st TAR, holds a Private license and has logged more than 150 hours in the air. She is a former PAA Stewardess and at present is employed as Sales Representative for KLM Royal Dutch Airlines.

Adriana, KLM Stewardess from Amsterdam, Holland, will be flying her 1st TAR. She is a student pilot with 10 hours flying time.

53

Pilot : (L) Laura Penny Swope, Glendora, Calif.

Co-Pilot: (R) Norma P. Wilcox, Gardena, Calif.

Aircraft: Piper Tri-Pacer PA-22 150 h.p.

Co-Sponsors: (1) City of Azusa, Calif. (2) Azusa Chamber of Commerce, 213 E. Foothill, Azusa, Calif. (3) Azusa Herald, Azusa, Calif. (4) Azusa Rock & Sand Co., Rock, Sand, Gravel & Transit mixed concrete, Azusa, Calif. (5) El Sereno Machine Works, Aircraft, Missile & Rocket Component parts, Azusa, Calif. (6) Monrovia Nursery Co., Ornamental Trees, Shrubs & Vines, Azusa, Calif. (7) Southern Pipe, Welded Steel Pipe, Water well casing & Galvanized culvert pipe, Azusa, Calif. (8) Wynn Oil Co., Automotive & Industrial Chemicals to be used with lubricating oils, greases and fuels for conditioning of metals, Azusa, Calif. (9) U.S. Relay Co., Electronic Relays, Solenoid Contactors & Sub-miniature relays, Azusa, Calif. (10) Aerojet General Corp., Designing, development, testing & manufacturing of Rocket Engines, Metal components, electronic & guidance equipment & propulsion systems, Azusa, Calif.

Laura, a retired school teacher, will be flying her 2nd TAR, holds a Private license and has logged more than 300 hours flying time. She is an active member of the Ninety-Nines, Inc., and Secretary of the San Gabriel Chapter.

Norma will be flying her 1st TAR this year. She holds a Private license and has logged more than 200 hours flying time. Her husband, Nathan Wilcox, owner of this crew's racing Tri-Pacer is also a pilot. Norma is an active member of the Ninety-Nines, Inc., and Membership Chairman of the San Gabriel Valley Chapter.



54

Pilot: (R) Ruth Nitzen, Pales Verdes Estates, Calif.

Co-Pilot: (L) Carol Kennedy, San Andreas, Calif.

Aircraft: Beechcraft Bonanza E 225 h.p.

Co-Sponsors: (1) Northeast Cummins Diesel, 16 Aluina, Albany, New York. (2) John Nitzen, Cement Contractor, Palso Verdes Estates, Calif.

Ruth, flying her 4th TAR this year, holds a Commercial license with more than 500 hours flying time. Her husband, John, one of the sponsors of this crew is also a pilot. Ruth is an active member of the Ninety-Nines, Inc.

Carol, with more than 5000 hours flying time, will be entering her 4th TAR. She holds a Commercial license with a Flight Instructor rating, and was a Flight Instructor during WWII. Carol is an active member of the Ninety-Nines, Inc.



55

Pilot: (R) Lorraine Chandler, Tucson, Arizona.

Co-Pilot: (L) Delores Fisher, Tucson, Arizona.

Aircraft: Mooney Mark 20-A 180 h.p.

Co-Sponsors: (1) Bergstedt Aircraft, Mooney Dealer, Tucson, Arizona. (2) Kinsley Ranch Resort, Tucson, Arizona. (3) Tucson Airport Authority, Municipal Airport, Tucson, Arizona.

Lorraine will be flying her 3rd TAR. She holds a Commercial license and has logged more than 485 hours flying time. Her husband, William J. Chandler, is also a pilot and they have one child. Lorraine is a member of the Ninety-Nines, Inc.

Delores will be flying her 1st TAR. She is a student pilot and has logged more than 50 hours flying time. She is married and has two children.



56

Pilot: (L) Jane Howell, Old Forge, New

Co-Pilot: Jean Corr, Wright Patterson AFB, Ohio.

Aircraft: Cessna 172 145 h.p.

Sponsor: Elano Corp., Xenia, Ohio. Jet Aircraft Parts.

Jane is flying in her 1st TAR this year. She holds a Private license with Single-engine land and sea ratings and has logged more than 200 hours flying time. Jane is a Home Economics teacher in Dayton, Ohio, and is one the board of the WPAFB Aero Club.





57

Pilot: (L) Lois Bartling, San Diego, Calif.
Co-Pilot: Evelyn Briggs, San Diego, Calif.
Aircraft: Beechcraft Bonanza A-35 205 h.p.

Lois, flying her 9th TAR, holds a Commercial license and has logged more than 1300 hours flying time. She is a member of the Board of Directors of the AWTAR and in 1954 did the Route Survey work for the TAR. Lois is married to Harry Bartling, an Industrial Engineer for the Solar Aircraft Co., in San Diego. She is an active member of the Ninety-Nines, Inc.

"Evie" will be flying her 2nd TAR this year. She has logged more than 275 hours flying time and holds a Private license. "Evie", an active member of the San Diego Chapter of the Ninety-Nines, Inc., was in charge of Operations for the start of the 1954 and '58 TAR's.



58

Pilot: (L) Jean P. Rose, Arcadia, Calif.
Co-Pilot: (R) Shirley Jean Robinson, Burbank, Calif.
Aircraft: Cessna 182A 230 h.p.
Co-Sponsors: (1) G. S. Wing—Transland Co. (2) Hi-Shear Rivet Tool Co., 2600 W. 247th St., Torrance, California.

Jean will be flying her 8th TAR this year, having been the winner of the 1950 TAR. She holds a Commercial license, Flight Instructor, and Multi-engine land ratings and has logged more than 5500 hours flying time. Jean is a member of the Ninety-Nines, Inc., and was a WASP during WWII. She is married to Rex Rose, a pilot for Stewart Air Service.

This will be Shirley's 1st TAR. She holds a Private license with more than 215 hours flying time logged. Shirley is an active member of the Experimental Aircraft Association and she flew the Thorp Sky-Skooter in the EAA Flight Proficiency. Her husband, Bill, also a pilot, constructed and flew the racer "#19" in the 1947 Cleveland National Air Races. Shirley is Secretary of the South West Section of the Ninety-Nines, Inc.



59

Pilot: (R) Clara M. Aldrich, San Diego, California.
Co-Pilot: (L) Winifred Willmore, Sydney, Australia.
Aircraft: Piper Tri-Pacer PA 22 150 h.p.

Clara will be entering her 2nd TAR this year. She holds a Commercial license, Instrument rating and has logged more than 400 hours flying time. Clara is married and is currently employed by the Ryan Aeronautical Co. as a chemist. She is an active member of the San Diego Chapter of the Ninety-Nines, Inc.

Winifred will be flying her 1st TAR. She is a Private pilot, having learned to fly in Sydney, Australia, and has logged more than 280 hours flying time. Winifred is a member of the Ninety-Nines, Inc., and was State Secretary of the Australian Women's Flying Club until the club was disbanded by the Government when they formed the WAAF's. She is married and has one daughter.



60

Pilot: (L) Jessie P. Bennett, Ft. Lauderdale, Florida
Co-Pilot: (R) Virginia J. Britt, Ft. Lauderdale, Florida
Aircraft: Cessna 170B 145 h.p.
Co-Sponsors: (1) S.F. Bennett, Inc., 1516 So Andrews Ave., Ft. Lauderdale, Fla., Plumbing & Hardware. (2) D. E. Britt Associates, 309 S.E. 9 Ave., Ft. Lauderdale, Fla., Consulting Engineers.

Jessie is flying in her 1st TAR this year. She holds a Private license with more than 174 hours flying time. Jessie is currently employed as a nurse in Ft. Lauderdale, and is also an active member of the Ninety-Nines, Inc.

Virginia is also flying in her 1st TAR this year. She holds a Private license with more than 173 hours flying time. She is an active member of the Ninety-Nines, Inc. Her husband, D. E. Britt, is an Engineer for the D. E. Britt Associates.

61

Pilot: (R) Geri M. Hill, Berkeley, California
 Co-Pilot: (L) Anne W. Partch, Berkeley, California
 Aircraft: Mooney Mark 20A 180 h.p.

Co-Sponsors: (1) Orange Airport, Stockton, Calif. Complete service for private pilots, hard surface runway, maintenance shop & snack bar. Located within city limits, just a short drive to center of town. (2) Berkeley Chamber of Commerce, Women's Division, Berkeley, Calif. Newly formed division to promote women in business and the City Berkeley under the guidance of the Chamber of Commerce. (3) Lemco, Inglewood, Calif. — — —Geri's parents, Mr. and Mrs. Louis E. Masinter, who have been sponsoring her various projects for a lifetime.

Geri will be entering her 7th TAR. She holds a Commercial license with a Multi-engine land rating and has logged more than 1500 hours flying time. Geri is a former WASP of WWII and is Secretary of the Southwest Section of the Ninety-Nines, Inc. She is Executive Secretary, to the Vice-President for Public Relations of Cutter Labs, Berkeley, Calif.

Anne will be flying her 1st TAR. She holds a Private license with more than 90 hours flying time. Her husband, Newell T. Partch, also a pilot, is the Vice-President and Factory Mgr. of UP-Right Scaffolds in Berkeley, Calif. The Partch's are the parents of four children.



62

Pilot: (R) Margaret M. Hammon, Dayton, Ohio
 Co-Pilot: (L) Josephine Gidson, Wright-Patterson AFB, Ohio
 Aircraft: Cessna 170 B 145 h.p.

Margaret is flying in her 1st TAR this year. She holds a Private license with more than 300 flying hours. Margaret is an active member of the Ohio Chapter of Ninety-Nines, Inc.

Josephine is flying her 1st TAR this year. She holds a Private license with more than 80 hours flying time. Her husband, Francis C. Gidson, also a pilot, and Brig. General in the USAF, are the parents of 3 children.



63

Pilot: (R) Pauline Glasson, Corpus Christi, Texas
 Co-Pilot: (L) Ardath McCreery, McAllen, Texas
 Aircraft: Cessna 175 175 h.p.

Co-Sponsors: (1) Quality Chekd Dairy Products Association, La Grange, Ill. Non-profit Association of Dairy Products Manufacturers. (2) Luby Aviation, Corpus Christi, Texas. Cessna Dealers.

Pauline will be flying her 7th TAR. She holds a Commercial license with all Ground School, Instrument, and Flight Instructor ratings, and has logged more than 10,000 hours flying time. She and her husband, Claude, are owner's of Glasson Aerial Photography. Pauline is an active member of the Ninety-Nines, Inc.

Ardath, flying her 1st TAR, holds a Private license and has logged more than 250 hours flying time. She is employed as a Bookkeeper for the McCreery Aviation Co., McAllen, Texas, and her husband, James, the owner of McCreery Aviation Co., is also a pilot and they have two children. Ardath is an active member of the Ninety-Nines, Inc.



64

Pilot: (L) Marian Burke, San Antonio, Texas.
 Co-Pilot: (R) Evelyn Kelly, Long Beach, California.
 Aircraft: Piper PA-18 135 h.p.

Sponsor: Kelly Printing Co., Long Beach, Calif. National Printers and specializing in Printing Material for Auto Agencies.

Marian will be flying her 7th TAR. She holds a Airline Transport license with Multi-engine land, Flight Instructor, Link Instructor, Instrument Instructor, and all Ground Instructor ratings and has logged more than 4900 hours flying time. Marian is the owner and operator of Burke Aviation International Airport San Antonio, Texas. She is a member of the Ninety-Nines, Inc.

Evelyn will be flying her 2nd TAR, having been the co-pilot of the winning aircraft in 1958. She is a private pilot with more than 150 hours flying time. Her husband, the sponsor of this crew, is part owner and Business Manager of Kelly Printing Co., Long Beach Calif.



65

Pilot : (R) Claire Justad, Boise, Idaho.

Co-Pilot: (L) Laura Conner, Meridian, Idaho.

Aircraft: Beechcraft Bonanza J-35 250 h.p.

Sponsor: Combined Ins. Co. of America, 5050 N. Broadway, Chicago, Ill. Health & Accident Insurance.

Claire, flying her 2nd TAR, holds a Private license and has logged more than 250 hours flying time. She is an active member of the Ninety-Nines, Inc.

Laura, flying her 3rd TAR this year, holds a Commercial license with a Flight Instructor rating and has logged more than 4400 hours flying time. She is a self employed Flight Instructor, is married and the mother of two children. Laura is the Vice Governor, Northwest Section of the Ninety-Nines, Inc.



66

Pilot: Dorothy Julich, Jackson Heights, New York.

Co-Pilot: Arline Walker, Hicksville, New York.

Aircraft: Piper Tri-Pacer PA-22 135 h.p.

Dorothy will be flying her first TAR this year. She holds a Commercial license with more than 2500 hours flying time. She is a member of the Ninety-Nines, Inc.

Arline will be flying her 1st TAR this year. She holds a Private license and has logged more than 200 hours flying time.

THE NINETY-NINES, INC.

The Ninety-Nines, Inc., international organization of licensed women pilots, had its inception November 2, 1929, in a hangar at Curtiss Field Valley Stream, Long Island, New York. The formation meeting was held after the first transcontinental race for women only, run from Santa Monica, California, to New York. Twenty-six licensed pilots were present at the meeting.

This nucleus group contacted every licensed flier in the United States, 117 of them, and asked if they were interested in banding together to provide a "close relationship among women pilots, to assist them in any movement which would be of help to them in aeronautical research, air racing events, acquisition of aerial experience, administering through the air in times of emergency arising from fire, famine, flood and war, or any other interest that would be for their benefit or that of aviation in general."

Ninety-nine of the 117 women contacted, responded with enthusiasm and became incorporated at the suggestion of Amelia Earhart, as simply the Ninety-Nines. Miss Earhart was elected first president of the group.

Succeeding her as president have been Margaret Cooper Manser, 1933-35; Mable Britton, 1935-37; Daisy Kirkpatrick, 1937-39; Betty Huyler Gillies, 1939-41; Jacqueline Cochran, 1941-43; Ethel Sheehy, 1943-45; Jeanette Lompke Sovereign, 1945-47; Belle Hetzel, 1947-48; Blanche Noyes, 1948-50; Kay Menges Brick, 1950-51; Alice Hammond, 1951-53; Geraldine Mickelson, 1953-55; Edna Gardner Whyte, 1955-57; Bronita Davis Evans, 1957-59.

Growing steadily through the years, the Ninety-Nines now have members in Canada, Alaska, Hawaii, South America, Sweden, Germany, France, Australia, Puerto Rico, Turkey, Africa, Israel, England, Japan and the French West Indies.

All United States feminine aviation records and many international feminine aviation records are held by members of the Ninety-Nines. The membership is composed of women who fly for "the fun of it" and women who earn their living in commercial aviation. Included in the latter group are flight instructors, airport managers, flying service owners and operators, women who fly for charter (hire), give instrument instruction, do crop dusting and, in fact, do every kind of commercial flying with the exception of scheduled airlining flying. Projects of many Ninety-Nine chapters include air-marking, sponsorship and guidance of Wing Scout troops and air education in high schools.

